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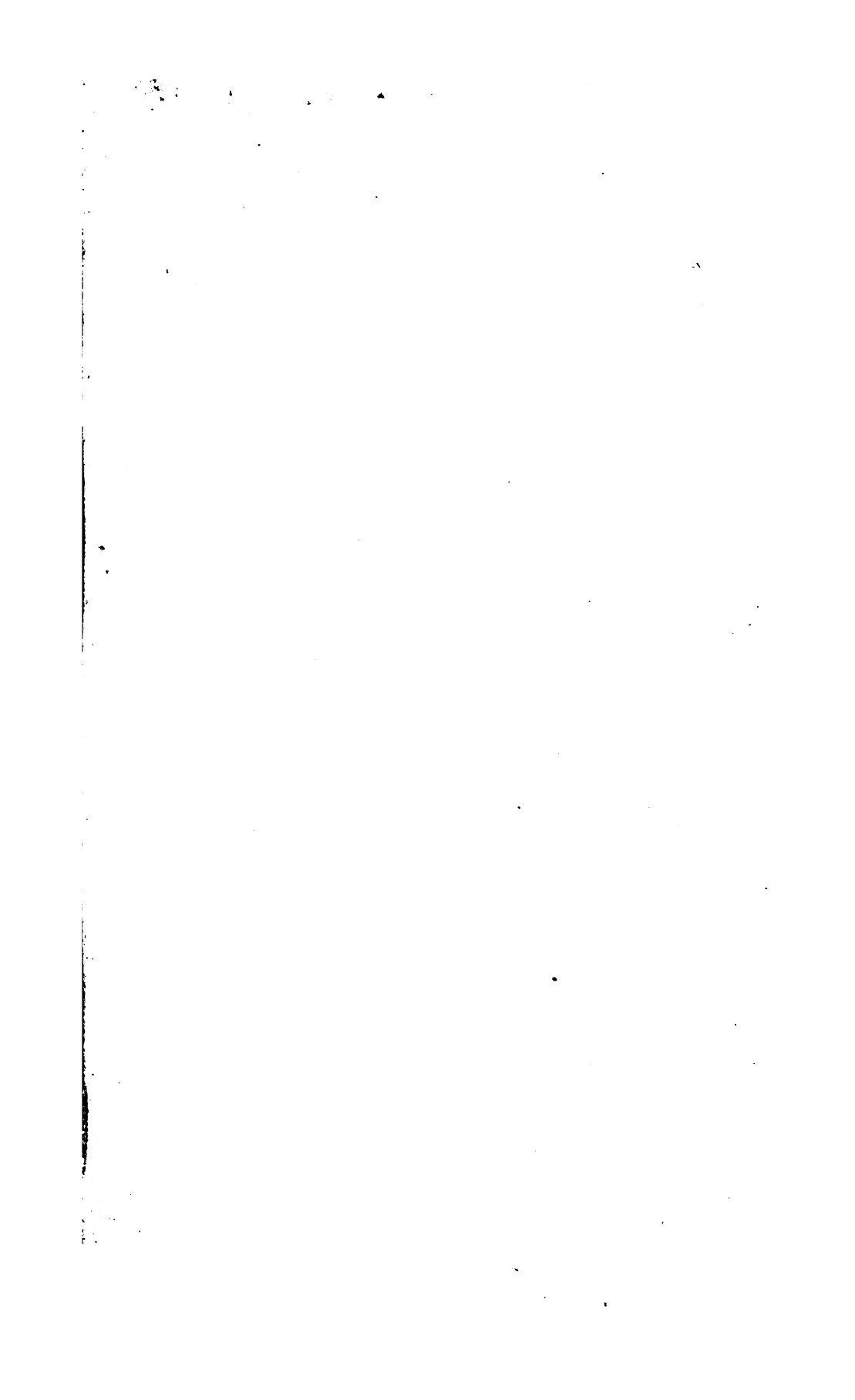
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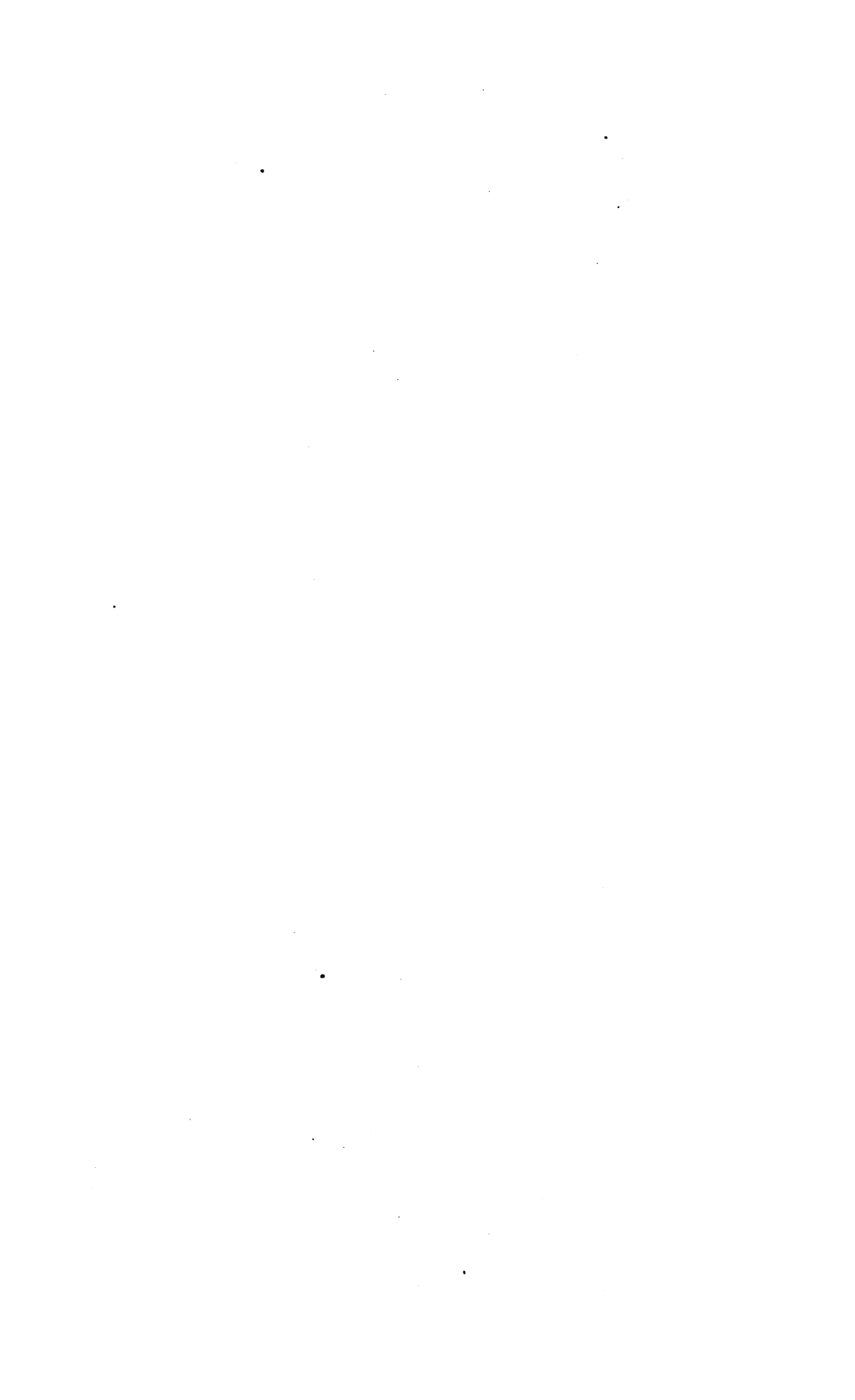


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A

PROJECT

FOR



A RAILROAD TO THE PACIFIC.

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BY ASA WHITNEY, OF NEW YORK.  
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WITH REPORTS OF COMMITTEES OF CONGRESS, RESOLUTIONS OF STATE
LEGISLATURES, ETC., WITH OTHER FACTS RELATING THERETO.

14

NEW YORK :

PRINTED BY GEORGE W. WOOD, NO. 15 SPRUCE STREET.

1849.

233. e. 209.



ERRATA.

Page 4, paragraph 2, line 1, "explanation" should read exploration.

" 5,	" last,	" 16, "No. 3"	"	No. 1.
" 5,	" last,	" 25, "No. 3"	"	No. 1.
" 8,	" 6,	" 2, "No. 4"	"	No. 2.
" 9,	" 1,	" 7, "No. 4"	"	No. 2.
" 11,	" 2,	" 3, "furnished"	"	finished.
" 12,	" 2,	" 3, "expended"	"	expected.
" 14,	" 1,	" 29, "52°"	"	82°.
" 26,	last line,	"2,216"	"	3,216.
" 36,	" 4, line 2,	"on"	"	or.

PREFACE.

TO THE PEOPLE OF THE UNITED STATES.

CONSIDERING, as I do, the subject of a railroad communication directly across our continent to the Pacific Ocean as of vast importance, not only to the people of these United States, but also to all the world, I have, therefore, felt it my duty to place before my fellow-citizens the whole subject, it having been my study and labors, exclusively, for nearly seven years.

For yourselves, for your children, for your country, for the destitute over population of Europe, without food and without homes—for the heathen, the barbarian, and the savage, on whom the blessings and lights of civilization and Christianity have never shone—for the Chinese, who, for want of food, must destroy their offspring—for the aged and infirm, who deliberately go out and die, because custom, education, and duty, will not permit them to consume the food required to sustain the more youthful, vigorous, and useful—and for all the human family, and not for myself, do I ask you to examine this subject. Read and examine it. I have endeavored in the following pages to make the subject plain and simple, and if I have not failed to make myself understood, I do feel that the feasibility, the expediency, and vast importance of the work can no longer be doubted. And I hope I have not failed to interest my fellow-citizens in it sufficiently to excite each and every one to exert his influence to effect the accomplishment of this greatest of works.

I do consider this subject of vast, of vital importance to the many interests and objects I have enumerated. And I do hope for those interests, for the glory of our country, and for the preservation of our Union to the Pacific, that the whole subject may be examined by the people. There is no time for delay, for the land, the *only* means, will soon be no longer available.

Will you, then, allow me to take these wilderness, waste lands, as they are now, (except to a small extent,) without timber, without navigable streams, without value, and impossible of settlement, and build this great highway for nations, and from the facilities which it would afford, settle the lands with a population which would be a source of wealth and power to the nation, and give to the people a road, not to earn dividends for a company, but requiring tolls sufficient only for the expenses of its operation and repairs, and making it the sure means of adding millions to the national treasury, without the outlay, by the nation, of one dollar, and all under the control of Congress?

Will you allow me to take these waste lands, and from their settlement build this great thoroughfare for all mankind, the construction of which cannot, under any plan, advance faster than the settlement of the country on its line? By connecting the two together, the facilities which the road would afford for settlement, would furnish means and facilities for the ad-

vancement of the work, quite as rapidly as is possible from any other source of means.

Will you let me commence this great work? If I fail you can lose nothing, and if I succeed you gain all? Or will you have it undertaken by the government, as a government work; and would that not involve the nation in debt for millions, burden the people with taxation, create sectional interests and party divisions, involving constitutional questions to agitate the whole country, and finally fail to accomplish the work?

It is for you, my fellow-citizens, to decide upon this important question, and now is the time, almost every one admits, that the road is even now wanted—the immense emigration to California demands action. Such a work requires time for its accomplishment, but cannot be advanced faster than the settlement on its line can provide for, and protect the laborers; and the plan which I have proposed guarantees, in the lands for settlement, the sure, and *only* means for its speedy completion, and without the accumulation of interest. If once commenced, the enterprise of all the world would be drawn to it, and there could be no delay; every interest would combine to force it on, and there could be no failure. A loan of the government credit could not advance the work faster than, or beyond the settlement; but would not such a loan cause an immense speculation in the government lands, on the one side of the line, and prevent them from going to actual settlers? And would it not enable the company to hold their lands on the other side of the line altogether from settlers, and thereby check, and finally stop the progress of the work?

I have now placed the whole subject before the people, and if, after years of deliberate study and examination, my conclusions are correct, then there is no other plan or way by which we can hope to see this great work accomplished.

My plan has become the foundation for others to attempt to build upon; but all the supposed improvements, yes, and more too, have been examined by me, and discussed with others, long ago, and thought to be not feasible.

I have but one motive, or object, and that is, to see this great work successfully accomplished, which would be a sufficient reward for my labors; and if there can be found a better plan, or a man whom the nation may think better qualified, then I am ready to support that plan, or sustain that man with my efforts, and all the information which my seven years' labors have gathered together, and the reward will be sufficient in believing that I have been the instrument in bringing this great subject to the favorable consideration of my fellow-citizens.

ASA WHITNEY.

New York, May 1, 1849.

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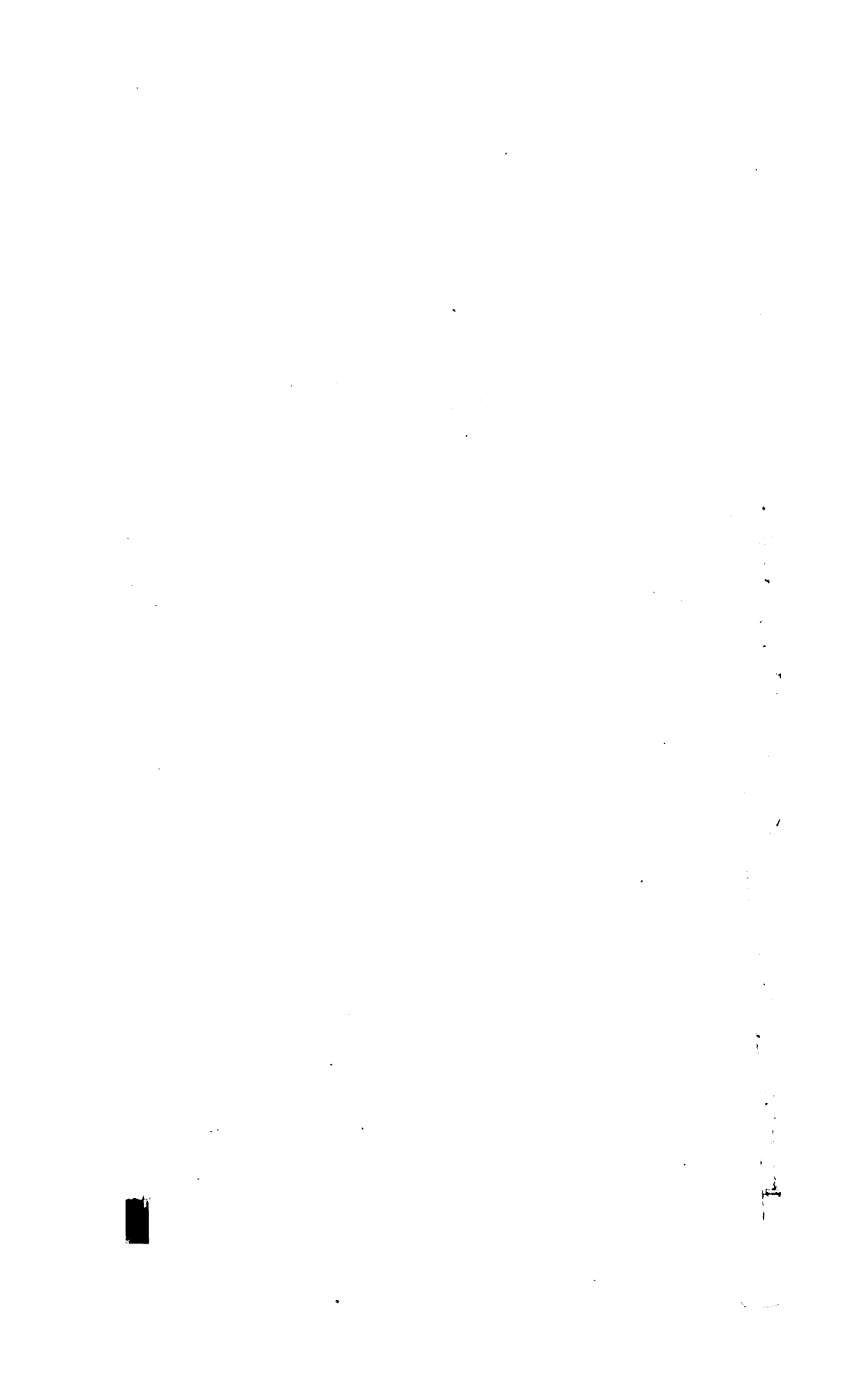
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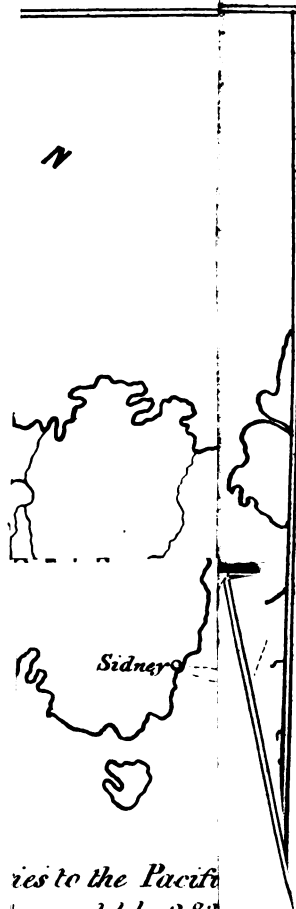
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CHAPTER I.

The Introduction of the Subject—Extracts from Mr. Benton's Oregon Speech of May, 1846, where he says the rivers must be the Commercial Route to the end of time—His change of opinion since—Presentation of the subject to Congress and the People—Explorations of route, country, and rivers—Reception—Progress and present position of the project.

THE subject of a communication between the Atlantic and Pacific Oceans, by means of a Canal or Railway, at Panama, Nicaragua, and Tehuantepec, has occupied more or less of public attention for more than 200 years; but no matured plan for a communication directly across our continent, by means of railroad or otherwise, was presented to the public before my proposition for the construction of a railroad from Lake Michigan to the Pacific Ocean, to terminate either at the Columbia River, Puget Sound, or San Francisco, which latter was not then in our possession.

The explorations of Lewis and Clark, during the administration of Mr. Jefferson, were with a view to find a commercial route across this continent to Asia, long before railroads were in use, and no other means than the improvement of the navigation of the streams was then, or till my plan was matured, ever thought of, and no plan matured even for the improvement of the rivers.

Statesmen of high consideration and standing have, since my proposition, and even to within a very recent period, contended that the Missouri River, the Columbia and its affluents, were sufficient, and would be the route for the commerce of the world.

The Hon. Thomas H. Benton, in his able speech upon the Oregon question in May, 1846, says at pages 26, 27, and 28 :—

“ Lewis and Clark were sent out to discover a commercial route to the Pacific Ocean; and so judiciously was their enterprise conducted that their return route must become, and forever remain, the route of commerce: the route further south, through the South Pass, near latitude 42, will be the travelling road; but commerce will take the water line of their return, crossing the Rocky Mountains in latitude 47, through the North Pass.

“ With the exception of a small part of the route, the Hudson Bay Company now follow, and have followed for thirty years, the route of Lewis and Clark. These eminent discoverers left the Columbia River near the mouth of Lewis's

Fork, went up the Kooskooske, thence over a high mountain to the forks of Clark's River, and thence through the North Pass to the Great Falls of the Missouri. The Hudson Bay Company have discovered a better route to Clark's River, following the Columbia higher up, and leaving it at the Upper Falls, in latitude about 48½, and where they have established their *depot* for the mountain trade, called Fort Colville. From these Falls it is sixty miles overland to Clark's River, whence the river is navigable to its forks, three hundred miles up, and within one hundred and fifty miles of the Great Falls of the Missouri. Along this route the Hudson Bay Company have carried on their trade for near thirty years, even quite through to the east side of the Rocky Mountains. Their goods arrive at Fort Vancouver in ships from London—ascend the Columbia to Fort Colville in batteaux—make a portage of sixty miles to Clark's River, the lower part of that river being unfit for navigation; then ascend Clark's River to its forks, three hundred miles, and thence to the headwaters of the Missouri. The only part of this route with which I have but little acquaintance is the sixty miles of portage from the Upper Falls of the Columbia to the point where Clark's River can be navigated. It may be mountainous; but that it is practicable, is proved by the fact that the Hudson Bay Company have used it for thirty years:—that it is the best route, is proved by the further fact that long acquaintance with the country has not induced them to change it. With this slight deviation, the Hudson Bay Company follow the return route of Lewis and Clark; and this will be the route of commerce to the end of time.

"The Columbia River is decried for its navigation, not by the British, who know its value, and struggle to maintain its possession; but by those who see the whole country beyond the Rocky Mountains through the medium of depreciation. It is, even in a state of nature, a practicable river for navigation. The tide flows up it one hundred and eighty miles; and to that distance there is ship navigation. Batteaux ascend it to Fort Colville, at the Upper Falls, making more, or fewer, portages, according to the state of the water; and beyond that point they still ascend to the Boat Encampment, opposite the head of the Athabasca, where a pass in the mountains leads to the waters of the Frozen Ocean. Periodically, the river is flooded by the melting of the snows in the mountains; and then many of the falls and rapids are buried in deep water, and no trace of them seen. This is even the case with the Great Falls, where a pitch of twenty-eight feet, at low water, disappears wholly under the flood. Sixty feet is the rise, and that annual and punctual. No ice obstructs its surface—no sunken trees encumber its bottom. Art will improve the navigation, and steam-vessels will undoubtedly run to the Upper Falls—the pitch sixteen feet—a distance from tide-water of some six hundred miles; and the point where the land carriage of sixty miles begins. Clark's River has a breadth of one hundred and fifty yards, up to its forks, being near the width of the Cumberland at Nashville. The melting of the snows gives it a periodical flood. The valley through which this river flows is rich and handsome, in places fifteen miles wide, well wooded and grassy, ornamented with the beautiful Flat Head Lake—a lake of thirty-five miles in length, seated in a large fertile cove, and embosomed in snow-capped mountains. Hot and warm springs, advantageously compared by Lewis and Clark to those in Virginia, also enrich it; and when the East India trade has taken its course through this valley, here may grow up, not a Palmyra of the desert, but a Palmyra, queen of the mountains. From the forks of Clark's River, nearly due east, it is about ninety miles to the North Pass, along a well-beaten buffalo road, and over a fertile, grassy, and nearly level mountain plain. The North Pass is as easy as the South—practicable by any vehicle in a state of nature, and no obstacle to the full day's march of the traveller. Lewis and Clark made thirty-two miles the day they came through it, and without being sensible of any essential rise at the point of separation between the Atlantic and Pacific waters. To the right and left the mountains rose high; but the Pass itself is a depression in the mountain, sinking to the level of the country at their base. From this Pass to the Great Falls of the Missouri, and nearly east from it, is sixty miles—in all, one hundred and fifty miles from the forks of Clark's River to the Great Falls of the Missou-

ri, which, added to sixty miles from Clark's River to the Upper Falls of the Columbia, gives two hundred and ten miles of land carriage between the large navigable waters of the Columbia and Missouri."

"This is the sum of my best information on the subject, the result of thirty years inquiries, and believed to be correct. If snow, during some months, should be found to impede the steam car in this elevated region, (guessed to be seven thousand feet above the level of the sea,) that same snow becomes the basis for the next best land conveyance after the steam car—the sleigh. So that this little intervention of dry ground between Canton and New York will prove to be no obstacle either in summer or winter.

"Arrived at the Great Falls of the Missouri, the East India merchant may look back and say, my voyage is finished! He may look forward and say, a thousand markets lie before me, of all which I may take choice. A downward navigation of two thousand five hundred miles carries him to St. Louis, the centre of the valley of the Mississippi, and the focus to which converge all the steamboats—now thousands, hereafter to be myriads—from all the extended circumference of that vast valley. The Missouri River is said to be the best steamboat river upon the face of the earth—the longest—retaining its water best at all seasons, and periodically flooded at a known day—free from rocks, and, for nearly two thousand miles, free from sunken trees; for it is on approaching the heavy forest lands of the lower Missouri that this obstruction occurs. All above is clear of this danger. The river is large from the Falls down; the mountain streams, almost innumerable, pouring down such ample contributions. At the Mandan villages, and after the junction with the Yellow Stone, itself equal in length to the Ohio, it presents the same majestic appearance to the eye that it does towards its mouth. Coal lines its banks in many places; fertile lands abound. A military post will doubtless soon be established at the Great Falls, as also on this side at the Yellow Stone, and beyond, in the valley of Clark's River, and on the Columbia, at the Upper Falls—every post will be the nucleus of a settlement, and the future site of a great city. The East India merchant, upon the new North American road, will find himself at home, and among his countrymen, and under the flag and the arms of his country, from the moment he reaches the mouth of the Columbia—say within fifteen days after leaving Canton! All the rest, to the remotest market which he can choose, either in the vast interior of the Union, or on its extended circumference, will be among friends. What a contrast to the time, and the perils, the exposure and expense of protection, which the present six months' voyage involves!

"Arrived at the Great Falls of the Missouri, the East India merchant, upon this new road, will see a thousand markets before him, each inviting his approach; and of easy, direct, and ready access. A downward navigation of rapid descent takes him to St. Louis, and New Orleans, and to all the places between. A continuous voyage, without shifting the position of an ounce of his cargo, will carry him from the Great Falls to Pittsburgh—a single transshipment, and three days will take him to the Atlantic coast—omnipotent steam flying him from Canton to Philadelphia in the marvellous space of some forty-odd days! I only mention one line, and one city, as a sample of all the rest. What is said of Pittsburgh and Philadelphia, may be equally said of all the western river towns towards the heads of navigation, and of all the Atlantic, Gulf, or Lake cities, with which they communicate. Some sixty days, the usual run of a bill of exchange, will reach the most remote; so that a merchant may give a sixty days' bill in his own country, after this route is in operation, and pay it at maturity with silks and teas which were in Canton on the day of its date.

"This is the North American Road to India, all ready now for use, except the short link from the mouth of the Columbia to the Great Falls of Missouri!—all the rest now ready—made ready by nature, aided by private means and individual enterprise, without the aid, or even countenance of government!

"The North American road to India will be established by the people, if not by the government. The rich commerce of the East will find a new

route to the New World, followed by the wealth and power which has always attended; and this will be another of the advantages resulting from the occupation of the Columbia." At page 29 he says:—

"This is the origin of the British claim to the Columbia! Because they could not find a north-west passage—because the Unjigah went to the Frozen Ocean—because Frazer's River was unnavigable—because the Columbia River was the only practicable line of communication with the Pacific Ocean, and its banks the only situation fit for the residence of a civilized people—for these reasons, after long delay and great hesitation, and aided by the improvidence of our government, they set up a claim to the Columbia! It was found to be the only river on which a commercial communication could be opened between Hudson's Bay and the Pacific Ocean—the only British American road to India! The command of the North Pacific Ocean, and the monopoly of its rich trade, depended upon the acquisition of the Columbia; and, therefore, they must take it. This is the origin of the British claim to the Columbia River. It was an indispensable link in their commercial line across the continent. That government now backs the powerful fur company—the instrument of its policy in America as the East India Company is in Asia—in its pretensions to the Columbia as the substitute for the North-west passage; and if they had the title of our title to it, would never surrender it. Even with one end of their line terminating in the icy and desolate waters of Hudson's Bay, she still struggles for it. What would it be if she had the North Pass and the Missouri River, bearing down south to the centre of the valley of the Mississippi? The British government would fight the world for such a line as that, and spend unnumbered millions in its improvement and protection; yet we have turned our backs upon it—left it for thirty years a derelict in the hands of our competitors; and I am now listened to with some surprise and incredulity when I represent this grand commercial route to India, upon the line of the Missouri and the Columbia, as one of the advantages of Oregon—one of our inducements to maintain our rights there."

My examination of this whole subject, and personal explanation of 1,500 miles of the Missouri River, with the annexed letter, No. 2, from Col. S. B. Long, with the annexed statement of Capt. Sire, No. 3, and confirmed by P. Chautoux, Jr., Esq., of St. Louis, both in the appendix to Mr. Pollock's report, appended, No. 1, and with many other letters and statements from persons of great experience, caused me to form opinions as to the commercial capacity of this river very different from the so strong declarations of Mr. Benton, who has, it appears, since changed his opinion, and now says "the time has come and we must have a railroad at once," but it must be built by the government, and its terminus St. Louis and San Francisco; which very important change, after having devoted nearly seven years, as I have done, to the investigation of, and in placing the whole subject before the people, is certainly very gratifying to me.

It may not be uninteresting to the reader to have the progress and present position of this great project, with a somewhat detailed sketch of the plan proposed for the accomplishment of the work. I will therefore proceed with it. During a residence of nearly two years in Asia I collected all the information within my reach, and probably all which could be procured, of the population, productions, and commerce of Japan, China, Polynesia, all the islands, and all India. I believe I examined the whole subject, with a view to form an estimate of the capacity of a population of 700,000,000 for an increased commerce with us, provided a means of cheap and frequent intercourse and transit could be established. It appeared plain to me, that such a communication directly across our continent was necessary, could be accomplished, and that its time had arrived. Our geographical position, with more than

2,000 miles in extent, of unoccupied wilderness land in the centre of the globe; Europe, with a starving, destitute population of 250,000,000 on the one side of us, and all Asia on the other side with 700,000,000 of souls still more destitute, seemed to demand the accomplishment of this great work, this great and important change for the benefit of the entire human family; a work which would open to settlement and production the wilderness of more than 2,000 miles, give to it cheap and rapid transit to, and communication with, all the markets of the world, all within our own command and control, without the actual outlay of one dollar. Having satisfied my own mind that vast commercial, moral, and political results must surely flow from the accomplishment of such a work, to the great benefit not only of our own country, but also to all the world, I embarked from China for New York in the spring of 1844, resolved to devote my life to the work which I believed promised so much good to all mankind, doubting not that I could in due time satisfy my countrymen of its perfect feasibility and of its vast importance, and gain their assent to its accomplishment.

At the second session of the 28th Congress I presented a memorial. Said memorial was referred to committees in both Houses, and favorably and unanimously reported upon.

In the spring and summer of 1845, with a company of young gentlemen from different States, I explored and examined more than 800 miles of the route, explored and examined 1,500 miles of the Missouri River, and other streams also, to ascertain where they could be bridged. A great part of the country over which I passed had never before been traversed except by savages.

My explorations extended as far as was my first intention, and as far as was necessary. It was for my own account and at my own expense. My object was to ascertain the facilities which the country might afford for, and the value or availability of the lands on which the entire work depended. Colonel Fremont in person, and accounts from others, had satisfied me of the feasibility of the whole route. At the commencement of the first session of the 29th Congress I again presented a memorial, which memorial was referred to the Senate's Committee on Public Lands, Mr. Breese, chairman, Mr. Woodbridge, Mr. Morehead, Mr. Ashley, Mr. Chalmers; and Mr. Breese's able report was unanimously adopted by the committee and reported to the Senate, with a bill to carry out the work. Said report contained a full though concise statement, geographical, commercial, and statistical, of all Asia, Japan, China, India, Polynesia, and all the islands, population, commerce, products, resources and all, which cost me much time and labor. The statement is annexed, marked No. 4 in the appendix to Mr. Pollock's report here appended, No. 3. At the commencement of the first session of the 30th Congress I again presented a memorial, marked No. 1, appended to Mr. Pollock's report. It was referred to Select Committees in both Houses. The committee of the House was composed of the following gentlemen: Mr. Pollock, of Pennsylvania, chairman; Mr. Hilliard, of Alabama; Mr. Toombs, of Georgia; Mr. Woodward, of South Carolina; Mr. Venable, of North Carolina; Mr. Taylor, of Ohio; Mr. McClelland, of Michigan; Mr. Maclay, of New York, and Mr. Dixon, of Connecticut. The subject was thoroughly examined, and the able report of Mr. Pollock (appended, marked No. 3) unanimously adopted and reported to the House, with a bill to carry it out.

The Select Committee of the Senate were Mr. Niles, of Connecticut,

chairman; Mr. Bell, of Tennessee; the late Mr. Lewis, of Alabama; Mr. Corwin, of Ohio, and Mr. Felch, of Michigan. This committee were unanimous, and amended and reported the bill appended, marked No. 4. On Saturday, 29th July last, Mr. Niles moved to take it up for consideration, when it was attacked in a boisterous and unparliamentary manner by Mr. Benton, who, it is presumed, had never read, or even knew, the enactments and conditions of the bill. He closed with a motion to lay the motion on the table, which, not being debateable, prevailed, 27 to 21, with several Senators absent, who are friendly to, and would vote for the bill; and several voted to lay Mr. Niles' motion on the table, believing there would not be time to act upon it at the close of the session, while there was so great a press of other unfinished business, as also the exciting territorial bills, and who say they will vote for my bill at a more suitable time.

During the short session just closed, Congress was occupied exclusively in forming a bill for a government for California, which absorbed all the time. Mr. Niles made a motion to make the bill the special order for a particular day, which motion was carried after a violent opposition from Mr. Borland, of Arkansas; but the California bill excluded everything else. The rules of the House made it so difficult to get up business that it was not reached there; but I am satisfied there was a large majority in both Houses who would have voted for the bill had it been acted upon. The expressions of public opinion have been such that it should have been acted upon by Congress long before this. Nineteen State Legislatures have passed resolutions, almost by unanimous votes, declaring it "the only feasible plan for the accomplishment of the work, recommending its immediate adoption, and requesting their delegates in Congress to give it their prompt attention and support." Copies of these resolutions are appended, marked Nos. 5 to 22; also, resolutions adopted at different public meetings, marked Nos. 23 to 35, and the Press generally throughout the United States has advocated it.

CHAPTER II.

Consideration of the Plan—Feasibility of Route, &c.—Consideration of the Means—Objections to its being made a government work, either in its construction or operation—Cannot be an individual work alone—Cannot be done by States not formed—Length and cost of road—Plan for carrying out the work—Conditions or enactments of the Bill—Description of country—Availability of the lands—Destitute of timber and materials—Number of acres of land, and amount which they must produce to accomplish the work—Importance of the 800 miles on the commencement of the route—Plan of operation proposed—Regulation of tolls by Congress to produce no income for dividends—A free road—Demand for corn in China, &c.—Road built on any other plan—High tolls would exclude corn, &c.—Commerce, &c.—Sale of lands—Power of Amendment—New system of settlement, &c.

IN proceeding to an examination of the plan proposed for carrying out and accomplishing this great work, it is hoped the reader will exclude from his mind any comparison with other works or projects through an inhabited country which have originated from, and been predicated upon, either individual subscriptions or State appropriations, because no such comparison can justly be made. Here is no appropriation demanded, no stock to be subscribed to, and no dividends to earn.

The wilderness earth is the capital stock, and the labor of man applied thereto would bring forth the abundant means for its accomplishment, and leave a rich reward to that labor.

I start upon the ground that no work, no enterprise is too vast, too magnificent, if dependent alone upon the labor of man for its accomplishment, yielding itself the sure and sufficient reward for that labor.

The first consideration for any work or project is its feasibility, and then the means to carry it out.

The feasibility of this great work we will first examine.

The topography of the Mississippi valley or basin is well known. From the Rocky Mountains and the great lakes to the base of the Alleghanies and to the Gulf of Mexico, is one inclined plane, without rock, mountain, or even hill, and without impediment to the construction of a railroad, except where the streams cannot be bridged, and where the bottom lands are too wide and too soft for such a work.

From Lake Michigan to "the South Pass," a distance of about 1,150 miles, a railroad may be built on a straight line if necessary, where all the streams can be bridged, and where there are no soft bottom lands; but the streams could not be bridged south of this route, and the difficulties from the flooding of the streams, and from the immense extent of soft and wide bottom lands, would be almost or quite an insurmountable objection.

From the lake to one point where the Missouri can be bridged, would be about 500 miles, south of which it cannot be bridged; to another point where it can be bridged, would be about 650 miles. The grade from the lake to either would not exceed, for any one mile, 25 feet; thence to "the South Pass," the grade would be very light—by Col. Fremont's elevations would not exceed 6 feet to the mile, and "the inequalities now existing," he says, "may be much improved at small expense."

From "the South Pass" the route is more difficult, though perfectly feasible, as may be seen by the report of Col. Fremont, who has taken the elevations from the Missouri River to the Pacific, at several different times, both to Wallah Wallah and to San Francisco, and he says that "impracticability is not to be named with the subject."

Mr. Fitzpatrick, the celebrated mountain guide, and many others who have been to, and returned from, the Pacific, confirm Col. Fremont's report. The several committees of both Houses of Congress, have all been unanimous on this subject. The able report of Mr. Pollock (appended, No. 1) is full and clear. The feasibility of route being settled, and no longer doubted, the next consideration will be the means for the accomplishment of the work.

It is not at all probable that Congress would ever appropriate money for such a work, and there are many and serious objections to the carrying on of such works by the general or even State government. In the first place, it would require years to complete surveys under the direction of Congress, and a route could never be fixed upon, because it would be made a sectional question between north and south, which years of legislation could not settle; but allow that settled, and the work commenced, it would soon become a powerful party engine to agitate and excite the whole country; in fact, it never could be commenced at all, except by a party vote; the democracy or strict constructionists would oppose it from beginning to end on constitutional grounds, and many of the other party would oppose it because it would be made a party measure, and because they believe such a work by the govern-

ment inexpedient and injudicious. If commenced at all, it would draw the means and earnings from one section of the Union to be squandered in another upon the hirelings of aspirants to office, and become fifty times more potent and obnoxious than a United States Bank, or any other question which has ever excited the people. Were it possible, even at an enormous expense, at least four times its cost from individual enterprise, for the government to succeed in building the road, the difficulties and objections will have been but just commenced. The road, when built, would be the great highway for all the nations of the earth, the entire commerce of the world must be tributary to it, and the operation and carrying on the business of a thoroughfare so immense would absorb and control the entire legislation of the country; it would be a machine in the hands of a party, to control, not only our entire country, with all its interest and institutions, but to dictate to the whole world; and as much as I desire to see the accomplishment of this great work, with all the good which I believe it can be made to produce to the whole human family, under individual management, checked by the people and the government, I would raise my voice against any and every attempt to make it a government party political machine, or place it under government management, because I should be sure that the great objects which we aim at could not be gained.

It is a work beyond the power of individual enterprise alone, because no man would invest where he could not expect a return during his lifetime.

It cannot be done by States—not yet—and cannot be formed, except by building of the road in advance. Now an entire wilderness, it becomes absolutely necessary to connect the settlement of the country on the line with the construction of the work, being impossible without it.

I have sought to, and believe have, matured a plan, which will furnish in itself the means for this work, and would leave with Congress the power of control, and holding all as security for its successful accomplishment, making it a national road, while at the same time the work would be carried on and operated as an individual enterprise, freed from the immense government patronage which, as a government work, it would create; freed from all constitutional objection, and from the delays, expenses, and insurmountable difficulties sure to arise from constant legislative changes of direction.

The entire length of the road from Lake Michigan to the Pacific Ocean, allowing 250 miles for detour or windings, would be 2,030 miles.

It is estimated that, on the proposed plan, it would cost to construct the road, as the annexed bill (No. 4) provides, with a heavy rail of sixty-four pounds to the yard, and on a gauge or width of road not less than six feet, \$20,000 per mile, amounting to.....		\$40,600,000
And it is estimated that it will cost for machinery, for repairs, and expenses of operation while the road is being constructed, and before its earnings can provide for itself.....		20,000,000
Making the total cost ready for use.....		\$60,600,000

For the accomplishment of this great work not one dollar is asked for from the public treasury. I do not ask for even a survey of the route, and can commence the work so soon as the bill may become a law. The route from the lake to the river could be fixed upon, and the work commenced to that point without delay. From the river to the mountains the route is well known, and while the work is advancing from the lake, the entire route could be examined, surveyed, and the best one fixed upon.

I ask of Congress to set apart, and sell (not grant) to me sixty miles in width of the public lands, from Lake Michigan to the Pacific Ocean, in all, good, bad, and indifferent, 77,952,000 acres, at a reduced price, fixed by the committees in Congress at ten cents per acre, and considered by the committees as above the present value, and far exceeding the amount the government might ever expect for the same lands from any other source or plan, and as the bill appended, No. 4, provides, under specified terms and conditions, all so guarded that the government could not lose one dollar; and so different from a grant to me is it, that I have not even asked for, nor does the bill provide that I can at any time take even one acre of land, until first building ten miles sections of the road. Of this 2,030 miles, 800 miles of the first part, say from the lake onward, the land is of the very best quality for the production of food for man; the surface beautiful, without rock or mountain, or even hill; just enough rolling and descending to let the water off, and well watered with living streams every ten to twenty miles, and all covered with a rich grass, ready for grazing or for harvest, enough for millions of cattle, no preparation required for a crop—the farmer wants but the plough, the seed, the scythe, and the sickle. 500 miles of this 800 is without timber, and 150 miles with but small amount—not enough for agricultural purposes, (buildings and fences) should the country become settled. Beyond this 800 miles, and to the Pass in the mountains, a great part of the land is represented as too poor to sustain settlement; but I am inclined to believe that the facilities which the road would undoubtedly create, must make a part of it productive and useful.

From "the South Pass" to the Pacific, I am disposed to believe, from information procured, that there is more land suitable for culture and grazing than has been inferred from different writers.

Of the entire route, 1,200 miles is without timber even sufficient for the construction of the road, though with an abundance of coal; a great part of the distance without stone or any material for such a work, or for the settlement of the country; and the road must be the *only* means of transit, as it would progress, for its own material, as well as for the material for buildings and fences, for the settlement of 1200 miles of the route.

To the estimated cost of the road of.....	\$60,600,000
Add ten cents per acre to be paid into the United States Treasury for the 77,952,000 acres.....	7,795,200
Total.....	\$68,395,200

Now it will be seen that this 77,952,000 acres of waste wilderness lands must be made to produce the sum of \$68,395,200, equal to 87½ cents per acre for all, or the work cannot be accomplished, and which sum is ten times as much as these very lands could ever be made to produce, and this can be done only by connecting the sale and the settlement of the lands with the work itself; the road creating facilities for settlement, and the settlement producing means in labor and money to build the road.

It will be seen that the entire project depends upon the 800 miles of land on the first part of the route, which is fast being taken up by settlers, and, with the location of soldiers' bounties, will soon be so much so, as to defeat the work for ever; for I do not believe it possible to build this road from any other means, or on any other plan than that of connecting the sale and settlement of the lands on its line with the construction of the work itself.

And if the work cannot be commenced at a point where the lands are immediately available for means, and where timber and material exist, not only for the road, but for the settlement of 1,200 miles of country, its accomplishment is as impossible as if directed to the moon.

We will now proceed to an explanation of the plan or mode of operation by which it is proposed to carry out and accomplish this great work. As before stated, the bill sets apart and sells to me 60 miles wide of the public land from the lake to the Pacific, and an equal number of acres for any already sold, expressly for this work; and, as before stated, the 800 miles of the first part, the good lands, must be made to produce means to construct 1,600 miles of road, (800 miles through poor lands,) or one mile by 60, being 38,400 acres, must furnish means for two miles of road. I should, immediately after the bill becomes a law, survey and locate the route for 200 or 300 miles so as to secure the lands; then make a contract for the grading of 100 or 200 miles of the road, and make all arrangements and preparations, with machinery, to go on with the work; and when, having completed 10 miles of road, as the bill provides, on the best plan of construction of railroads of the present day, on a gauge of not less than six feet wide, and with an iron rail of not less than sixty-four pounds to the yard, all to the full satisfaction of the commissioner and government, and to his satisfaction that the work was being continued with a prospect of success, then, under the certificate of the commissioner, I should be allowed to sell 5 miles by 60, the one-half through which the road had been completed, or 192,000 acres; which, at the present price (72 cents per acre) for soldiers' bounties, and which must be the price of the best lands until some 16,000,000 of acres are disposed of, would amount to \$138,240. Now such a road as the bill calls for cannot be built short of \$20,000 per mile, and the 10 miles would cost \$200,000, for which outlay I should receive lands which can now be purchased for \$138,240, or \$61,760 less than my actual outlay; the government holding the other half, (5 miles by 60) 192,000, through which the road had been built, and also holding the road. Now if I could not make this 192,000 acres produce enough to return the \$200,000 expended on the 10 miles of road, then the work could not be continued, and the government would not allow me to take one acre of land, and I should have sunken the \$200,000, and as much more as had been expended in the experiment. But if, from the results of my energies, efforts, and labor, I raise from its present value of \$138,400, the 192,000 acres to or beyond the \$200,000 expended, then the work could be continued, and the 192,000 acres, the other half, held by the government, would have imparted to it an equal increase in value from the same causes. Such would be the case or proceeding for 800 miles through the good or available lands, or so far as the 5 miles by 60, or 192,000 acres, would furnish means to construct the 10 miles of road, the government always holding one-half (alternate 5 miles by 60) of all the lands, and also holding the road as security for all; each and every ten miles of road being always completed in advance of my being allowed to take any lands, and the road with the alternate settlements imparting benefits to, and enhancing the half held by the government far exceeding that taken by myself.

The reserved lands would be held to furnish means for the construction of the road through the immense distance of poor land, where I should proceed as before—first build 10 miles of road at my own expense; and when the 10 miles by 60, or 384,000 acres, could not be sold for enough to reimburse

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for the outlay for the 10 miles of road, then the reserved lands would be sold sufficient only for, and applied to that purpose, and so on to the ocean; each and every 10 miles of road would be furnished in advance of my receiving any lands, or money. And until *all* shall have been completed, and in successful operation, the government would hold the road, the surplus lands, *if any*, and all as surety for the payment of ten cents per acre for all the lands, and also as security that the government should in no way be made responsible or chargeable for keeping up, and in operation, the road until its earnings could provide for that purpose; then the title to the road would vest in me, always, however, subject to the action and control of Congress, in regulating and fixing the tolls, &c., and the United States mails to be transported free of charge to the government. The bill provides that, should all the lands fully reimburse for the outlay for constructing the road, its machinery, &c., with the sum paid to the government for the lands, then Congress shall so regulate the tolls as not to produce an income beyond sufficient for necessary repairs and operation, &c., making it a national, and, as nearly as possible, a free road, with tolls not exceeding half of what would be charged upon the principal dividend paying roads in the United States, which would not exceed, for a passenger from the lake to the ocean, twenty dollars; for one bushel of corn, twenty-five cents; for one barrel flour, one dollar; for one ton weight of merchandise, ten dollars; and for one ton measurement of teas, (a half ton weight,) five dollars. These low tolls would secure forever to the great Mississippi valley the markets of all Asia, as also it would force the commerce and intercourse of Europe with Asia to pay tribute to it. At these low tolls corn may be put down in China for forty cents per bushel transit, which would be worth always seventy-five cents, and often more than one dollar for sixty pounds weight, and would leave thirty-five cents to the producer, with a demand for millions of bushels. Could the road be built from an investment of capital, and earn dividends for an interest on that investment, then the tolls must be doubled, and would entirely exclude the products of the Mississippi basin from the markets of Asia, as also it would exclude the commerce of Europe with Asia. Were the road to be constructed from an investment of capital, and not connect the sale and settlement of the lands on the line with it, being an entire wilderness, and almost the entire route destitute of timber, or any material for the construction of the road or for the settlement of the country, it would be impossible to form any approximate estimate of what the cost or outlay might be, but it could not be less than \$200,000,000, and tolls must necessarily be charged in proportion. Were it to be constructed by the government from appropriations of money, it would cost still more. The money must be borrowed, and unless the tolls on the business of the road were made to provide for that interest, then it must be provided for by the people either by direct or indirect taxation. The necessary high tolls would exclude the business, or would the people be willing to be taxed to such an extent for such a business?

The bill provides that the reserved and all surplus lands shall be sold at public auction, the same as all government lands, and that no lands shall be kept from sale longer than ten years after the road shall have been completed through them. The bill also provides, that should I at any time fail to comply with its conditions, Congress would have power to take from me and give it to another; also, power to amend and alter if the interests of the people require it.

Now, to accomplish this great work, I propose to take the entire responsibility upon myself. If I fail the government can lose nothing, because the lands still remain, and I shall have added to their value even by my failure. But if I succeed, I must, by my energies and labor, make this 77,952,000 acres of waste land produce the \$68,395,200; and, unless I can make it produce an excess over that sum, I gain nothing for all my toil.

If the plan succeeds, it would make the whole world tributary to us. The sum which I should pay into the treasury for the lands would exceed that which might be expended for them from any other source. The nation would have this great highway without an outlay of one dollar, with almost its free use forever after, and so much added to the actual cash capital of the nation as the road may cost, because it would be the fruits of labor upon the wilderness earth.

My desire and object has been to have a bill so framed as would enable me to carry out and accomplish this great work for the motives as here and everywhere else by me declared, to give to my country this great thoroughfare for the nations of all the earth without the cost of one dollar; to give employment to, and make comfortable and happy millions who are now starving and destitute, and to bring all the world together in free intercourse as one nation. If the bill is deficient in any point, it certainly can be made to meet the views I express, which I feel that all who examine must be satisfied with.

It is proposed to establish an entirely new system of settlement, on which the hopes for success are based, and on which all depend. The settler on the line of the road would, so soon as his house or cabin were up, and a crop in, find employment to grade the road; the next season, when his crop would have ripened, there would be a market for it at his door, by those in the same situation as himself the season before; if any surplus, he would have the road at low tolls to take it to market; and if he had in the first instance paid for his land, the money would go back, either directly or indirectly, for labor and materials for the work. So that in one year the settler would have his home with settlement and civilization surrounding, a demand for his labor, a market at his door for his produce, a railroad to communicate with civilization and markets, without having cost one dollar. And the settler who might not have means in money to purchase land, his labor on the road and a first crop would give him that means, and he too would in one year have his home with the same advantages and as equally independent. The settler who now pays for his land to the government gets no benefit from the sum paid beyond his title to, and possession of the land. When his cabin is prepared and crop in he finds no demand for his labor, because all around are in the same condition as himself; when his crop is grown there is no market at his door, and if fifty miles from any direct means of transit, he cannot sell at all, neither can he get it to a market so as to leave anything as a reward for his toil. Thus you see him in the wilderness, remote from civilization, destitute of comforts, and nearly a demi-savage; his labor, it is true, produces food from the earth; but he cannot exchange with the different branches of industry, and is not a source of wealth or power to the nation.

CHAPTER III.

Object to change the Route from Europe to Asia—Markets of Asia for our products—Connection with Pacific slope, otherwise separation may take place—Open wilderness to settlement, production, &c.—Route must be North to effect a change and to sustain products—Geographical division of the two continents, and products—Exchanges not possible—Small amount of land on Pacific slope—Division of waters—Great Basin—Oregon, &c. : space sufficient for large population—Immense fishery—Markets in Polynesia and Asia and cannot come to us—Will control the commerce of Asia—Over population of Europe will go directly there—The great gold field of California—Its influence—Must find a level based upon labor—Dependent for food—We cannot supply—The commerce of the Pacific—Change of whale fishery cannot pay transit across Panama, &c.

THE first great object we aim at in the accomplishment of this great work is, to change the route for the commerce and intercourse of Europe with Asia, and force it, from interest, to pay tribute to us. The second, and also vastly important, would be the establishment of a means of transit so convenient and cheap as would enable us to take our vast products, both from the soil and manufactures, to all the markets of Asia, so that the great Mississippi valleys would have the Atlantic coast and Europe with 250,000,000 of souls on the one side, and, on the other side, the Pacific coast and all Asia, with 700,000,000 of population, for markets. The Map No. 1, appended, will show our position. The third, connected with the two first, and entitled to equal consideration, would be the establishment of a direct and rapid communication with our possessions on the Pacific coast, and thereby bind them to us by interest and affection. Now they are so remote and difficult of access that it may be feared they will be obliged to separate from us and form an independent nation; and which means of communication would render the greater part of the immense distance between civilization and the Pacific susceptible of settlement, and the only means by which this vast wilderness can ever be made useful to man.

A communication to produce these grand results must be located so far north as that the sphere of the globe would shorten the distance between Europe and Asia, sufficient, with other facilities and advantages, to force a change from the present route for that commerce, and so far north that the climate would protect animal and vegetable products from injury and destruction; and where the soil, for nearly the entire route, would be capable of sustaining population, and thereby opening to settlement and production the greatest possible extent of wilderness otherwise forever useless, and making it the means of sustaining and increasing the commerce of all the world; for it is, first, the produce of the soil, and with it that of the sea (food for man) which does and must sustain all; and the change of routes which have been effected barely by a saving in time and distance sufficient only to make a change, and have not increased facilities for the settlement of, and productions from the soil and from the sea, have not increased commerce or benefitted mankind at large.

A change of route which would not accomplish and produce these grand results combinedly could not be sustained, and of no benefit to the nation. The geographical division of these two continents being such as to divide not only the products and commerce of their slopes, but that of the world also, renders it impossible that the products of the western should be brought this side for markets. By an examination of a map of the world, this remarkable division range of almost impassable mountains can be traced from Cape Horn to the Arctic Ocean; and from the Cape up to north latitude 16° , the division range runs so close to the Pacific Ocean that there is but small space left, and owing to periodical droughts, bad climate, absence of means to irrigate, &c., there is but a small amount of land suited to cultivation, and could sustain but a small amount of population; up to 32° north the land still poorer, and division range near the ocean; and all up to San Francisco, lat. 38° north, the land is poor, and will not produce without irrigation. Here the grand division range is about 10° of long. east from the ocean, but this space is divided about 100 miles east of the ocean by the Sierra Nevada, which range commences at the extremity of Lower California, north lat. $22^{\circ} 48'$, and extends to the Arctic Ocean, unbroken, except by the Columbia and Frazer's Rivers, to above the parallel of 55° north. Between this latter and the Rocky Mountain range is the great basin, or desert, which extends north to the parallel of about 42° , where the streams divide north and south; those running southerly emptying their waters into, and forming the Colorado of the west, and the great Salt Lake; while those north empty into and form the Columbia River. Here, too, another and important division takes place. On the southern side, the waters of heaven seem denied the earth. This great blessing to earth and man decreases as you go south, until there is no vestige of vegetation, and no means of sustenance for even the wild beast; while on all north heaven showers its blessings, and "the earth brings forth its increase." Of this northern section there is, from the parallel of 52° to 48° north, and beyond, about 10° of longitude between the grand Rocky Mountain division and the Pacific. This, though mountainous and a broken country, is, much of it, well adapted to culture and grazing, with the best climate in the world, with immense whale, cod, and other fisheries, equal perhaps to all the world besides, extending to Japan and China. Add to this tract Vancouver's Island and the British possessions north, which, in the grand scale of commercial intercourse for the world, must be considered under the same economy, and it will give a space suitable to sustain a large population, whose products must find markets in Polynesia and all Asia, and cannot come to us because we have a superabundance of all which they can produce. Being opposite to, and of easy access with Polynesia, Japan, China, and all Asia, it must control and monopolize all that vast commerce. The surplus population, the wealth and enterprise of all Europe, will be there centered in a very short period of time.

The over population of Europe will go directly there, because there is the great field, and the greater inducement. We give them protection, with our laws and institutions, and a premium in lands beside.

We see that the gold of California is drawing thither thousands from all parts of the world. Many have gone not to be permanent residents, and will be poor workers of mines. The fever will soon abate; all will find its proper level, based upon actual labor, and those who then go will go with their families, and to remain, so long as the mines yield to labor a better reward than the cultivation of the earth, and even longer, because there is that

fascination in gold which poisons both the mind and the morals, and leads a man to devote the same, and even more labor, to dig from the earth a sixpence of gold than would produce a bushel of wheat. The population of California must depend upon other countries for food, and certainly we cannot supply their wants, because the climate through which we must pass to them would injure and destroy animal and vegetable products; and distance so great, with heavy expenses of transit, that were the demand and price equal thereto, it would certainly be an object to go near and *there* produce for their wants. Then so soon as this gold business finds, as it must, its proper level, we shall find that we can have but little commerce or intercourse with Oregon or California. We have no surplus population that are productive and useful to spare; labor is always in demand and high; it is not the laboring man who has gone there; as yet it is the adventurer and the speculative, many of whom will meet with hardship beyond their capacity to endure, and their bodies will *there* remain; many will return sickened and disappointed; some few, sharper and shrewder than the many, will no doubt gain fortunes; two years will wind up the scene, when it must be the actual laborer who will go there and to remain, and the greater number will go directly from Europe and around the Cape; the avails of that labor must return to, and remain where produced, and having nothing but a few manufactured goods to exchange for even their gold, the produce from all their labor can do us but little good.

From the geographical division formed by nature, which I have attempted to describe, it appears to me perfectly plain that no important commercial exchanges or intercourse, predicated upon the products of each, can ever exist; for so as the roof of a house divides the waters which fall on it from the heavens, and guides them equally to the two cisterns on either side, are these two continents and the world divided, and as soon might the one cistern propose an equal exchange of its waters with the other, as to expect an exchange of the products of the two sides of these continents.

The present commerce of all the Pacific coast is limited, and the greater amount of which may now be considered as the commerce of the Atlantic slope; the merchandise is taken to ports on the Pacific, and there transported upon mules over the mountains to the Atlantic side, and minerals returned in the same manner. This is done for two objects, to save duties and transit expenses; but so soon as steam is applied to navigate the many streams of South America, which reach from the Atlantic to within a few miles of the Pacific, the present commerce must diminish, and the intercourse also; for it is clear that all that very narrow space between the dividing range from the Cape up to even 38° north latitude, can never produce more than sufficient to supply the wants of its own population, and cannot sustain any new means of transit directly across the continent at Panama, Nicaragua, or Tehuantepec. The present commerce, which might afford to pay the increased expenses of such a transit, is limited.

The tables of revenue, part 12, page 45, for 1842, show that the British for that year with Peru was	Tons.
That of France with Peru	11,989
The Treasury Report for 1845 shows our commerce with Chili of 14 vessels of	409
Peru 4 "	4,873
North-west Coast..	1,045
" " " " " "	596
Total tonnage of.	18,982

This, then, is the vast commerce of the Pacific, which cannot be increased, because there cannot be the population and products to sustain it.

The British and French commerce with Chili amounted to a tonnage, for the same year, from same report, the former to 23,301 tons, and the latter to 1,542 tons—which could not be diverted from the present route around the Cape, because the saving in distance and time, as I shall show, would not be equal to the increased expenses of transshipments and transit. Nor could the British whalemén pay the necessary expenses of transshipment and transit; besides, a great change will most probably take place in that important branch of commerce. The fishermen will go directly to the Pacific coast with their families, and there build and fit out small vessels, which can make several cruises in a year, instead of two to four years, as now; and then a ship with a full cargo of emigrants would go directly from England to the Pacific coast and there find a return cargo of oil as colonial produce. Our own whale fishery has considerably diminished within a few years, and whilst the gold excitement continues, must still diminish; but as the English, so ours must, hereafter, most probably, be transferred to that coast, and can never be subject to the heavy expenses of transshipment and transit across Tehuantepec, Nicaragua, or Panama.

It appears to me perfectly clear that no communication across this continent, by canal or railroad, can be sustained, unless we can gain the great object I have started for—that of forcing the commerce and intercourse of Europe with Asia by a shorter and cheaper route to adopt it; by opening a means of transit for all our products to the markets of Asia, opening the wilderness to settlement and production, connecting and binding our Pacific possessions to us, and making them the great depot for our products, on their way to the markets of all Asia, and also the depot for the commerce of all the world, which must pass through us from and to Europe, and all our own vast country. The great question is, Can a communication be made to secure such vast results, and where?

CHAPTER IV.

Panama, Nicaragua, and Tehuantepec—Want of Harbors—Difficult coast and Navigation—Climate bad for health and for commerce, &c.—Comparisons of distances with the present voyage around the Capes—to Valparaiso—Sydney—Singapore—China—Statistics of our commerce with all Asia—Balance against—Might be paid with corn—Distance from New York to China—Distances of voyages by the Sea Witch, Captain Waterman, &c., &c.

PANAMA, Nicaragua, and Tehuantepec, forming as they do but a narrow barrier between the two great oceans of the world, have been for more than 200 years looked upon as the only points across this continent where it might be possible to establish a route between Europe and Asia; but it appears to me that the subject could not have been examined, or it would have been condemned long ago.

If the distance and time required were not so much against these routes as to fully and clearly settle the whole question, there are still other insurmountable difficulties and objections which exclude all and every hope for the consummation of the great objects we desire. In locality, climate, fa-

cilities, &c., they are one and the same, all bad ; without harbors on either side ; with shoals and shallow waters ; dangerous and difficult of access from either ocean ; subject to calms, squalls, gales and tornadoes ; the climate unhealthy in the extreme ; nine months of each year with excessive incessant rains, with the thermometer ranging from 82° to 88° , and during the three dry months from 90° to 95° ; a temperature and climate sure to destroy all animal and vegetable products, as also greatly injuring all manufactured goods, so that it would be utterly impossible (even were the distance lessened sufficient to warrant the expense of transshipment and transit) to take our vast productions through such a route to the markets of Polynesia, Asia, or even to the Pacific coast ; nor could the teas and silks of China be secure through such a climate.

I will next proceed to show that distance alone will settle the whole question, because if there cannot be a sufficient saving in distance and time to compensate for the necessary delays and heavy expenses of transshipment and land transit, it is clear that no change of route could be effected, even with all other advantages and facilities equal to the present route ; and, to be sure that I am right, I will take the calculations of Professor Wittish, of London University, which I find agree with my own.

The calculations were made for a comparison with a proposed canal at Nicaragua, being the centre of the three proposed routes.

COMPARISON No. I.

<i>From England to Valparaiso, via Cape Horn.</i>		Distance in	Days
		miles.	required.
From England to the Canaries		1,400	14
[Variable winds ; south-westerly and north-westerly prevail. A regular current, of moderate strength, south of 42° N. lat., sets towards the south.]			
Thence to the region of the calms, or 6° N. lat., leaving the Cape Verde Islands to the southward		1,500	14
[North-easterly trade-winds ; not quite regular, nor blowing always with force. Current running with considerable force south or south-west.]			
From 6° N. lat. to the Equator		360	8
[The region of the calms varies from 2° to 10° of lat. in width ; its average breadth is $5\frac{1}{2}^{\circ}$. Calms, interrupted by squalls. It takes commonly eight days to pass through it.]			
From the Equator to Cape Frio		1,500	14
[South-east trade in winter, interrupted frequently by north and north-westerly winds. Near the Equator, the equatorial current running west ; and in certain seasons, with great force south of 8° S. lat. The Brazil current setting south, moderate.]			
From Cape Frio to 40° S. lat.		1,100	12
[Variable winds ; north-westerly and south-westerly prevail at certain seasons ; and at others, north easterly. Slight current setting to the south.]			
Thence to Staatenland		1,000	13
[Very variable winds ; gales from the west. Current running northward with moderate force. Slow navigation, (Capt. King).]			
Thence to 60° S. lat. and 65° W. lon., and around Cape Horn . . .		840	21
[South-westerly and north-westerly winds prevail greatly, and blow with great force, except in June and July, when easterly winds are frequent. Current setting to the east, and sometimes with considerable force.]			

	Distance in miles.	Days required.
Thence to 40° S. lat., close to the meridian of 85°.....	1,250	16
[North-westerly and south-westerly gales prevail to a great extent. The current is slight, and sets commonly southward.]		
Thence to Valparaiso.....	450	5
[Southerly winds are almost continual during the summer; in winter, northerly winds prevail to some extent. Current running to the north-west moderate.]		
	<hr/> 9,400	<hr/> 117
<i>From England to Valparaiso, via Proposed Canal.</i>		
From England to 28° N. lat. and 30° W. lon.....	1,600	16
[Variable winds; south-westerly and north-westerly prevail. A slight current south of 42° N. lat., setting to the southward.]		
Thence to the straits between the Island of San Lucia and St. Vincent.....	2,200	16
[North-easterly trade less regular and weaker towards the old continent, but stronger and more regular near America. Setting westward.]		
Thence to San Juan de Nicaragua.....	1,400	18
[Easterly and north-easterly trade-winds in winter, blowing with force; in summer, light, and interrupted by westerly winds. Current setting westward moderate.]		
Passage through the canal.....	278	2
[Towing by steam power through the canal and river, and sailing through the lakes.]		
From Realejo to Guayaquil.....	1,100	20
[Very variable winds, commonly light; those from the south more frequent than others; frequent calms, but of short duration. A current setting south-westward from Panama Bay to Galapagos.]		
Thence to Callao.....	900	18
[The track of the vessel along shore. Southerly winds of moderate strength. Current setting along the shore to the northward; moderate, slow navigation.]		
Thence to Valparaiso.....	1,500	21
[The prevailing winds, from south south-east to south-west; interrupted only by calms, which sometimes continue for three or four successive days; in winter, by light northerly winds. A moderate current sets northward along the coast. The track of the vessel does not lie along the shore, but runs off to the south-easterly trade-winds; and, by their aid, the parallel of Valparaiso is obtained.] [The average passage from Callao to Valparaiso is about three weeks, (Usborne).]		
	<hr/> 8,978	<hr/> 106

Showing 11 days and 422 miles in favor of the Nicaragua route. A route across Panama would increase the difference about 300 more, but would not be equal to the delays, expenses, and damage of breaking up cargo, transshipment and transit across, while the Tehuantepec route would make the distance in favor of the Cape route.

Owing to favorable trade-winds and currents, the homeward voyage to England would be 168 miles in favor of the Cape route.

COMPARISON No. II.

From Sydney to England, via Cape Horn.

	Distance in miles.	Days required.
From Sydney, round Cape Horn, to the Strait of Le Maire, passing south of New Zealand.....	6,880	57
[Variable winds; mostly from the west and north-west. In the middle of the Pacific a current setting north-east, occupying 1,500 miles in width.]		
Thence to 40° S. lat.....	1,000	13
[Variable winds, mostly from the west of the meridian; north-westerly gales. Current setting northward, with moderate force.]		
Thence to Cape Frio.....	1,100	14
[Very variable winds, shifting frequently in a day to all points of the compass, and interrupted by calms; north-easterly gales. Slight current setting to the south.]		
To the Equator.....	1,500	15
[South-east trade, but frequently interrupted by north-easterly and north-westerly winds, especially from November to April. Current setting to the south, and with some force.]		
Passage through the region of calms.....	360	8
Thence to 30° N. lat. and 40° W. lon.....	1,700	17
[North-west trade, sometimes interrupted by north-westerly winds. Slight current setting to the north-west.]		
Thence to England.....	1,340	12
[Variable winds; south-westerly and north-westerly prevail.]		
	<hr/> 13,880	<hr/> 136

From Sydney to England, via Proposed Canal.

From Sydney to 120° W. lon., between 36° and 33° of S. lat., passing to the north of New Zealand.....	4,500	38
[Variable winds; westerly and north-westerly prevail greatly.]		
Thence north-eastward to the shores of America, near Coquimbo..	2,520	23
[Variable winds; easterly and south-easterly prevail to some extent. Current setting to the east, with moderate force.]		
From the parallel of Coquimbo to Callao.....	1,300	11
[Southerly winds; varying between south, south-east, and south-west; in summer interrupted by calms, and in winter by light northerly winds. Current setting to the north, with strength. The track lies close in shore.]		
Thence to Guayaquil.....	900	8
Thence to Realejo.....	1,100	11
[Winds, &c., see Comparison No. 1.]		
Passage through the canal.....	278	2
[Winds, &c., see Comparison No. 1.]		
From San Juan de Nicaragua to Windward Passage.....	650	9
[In the Caribbean Sea, easterly and north-easterly trade-winds are always met with.]		
Thence to England.....	4,600	36
	<hr/> 15,848	<hr/> 138

Showing two days and 2,018 miles against the Nicaragua route. Panama would lessen, while Tehuantepec would increase this difference.

COMPARISON No. III.

From England to Singapore, via the Cape of Good Hope, during the South-west Monsoon.

	Distance in miles.	Days required.
From England to the Cape, along the coast of Brazil, passing near Trinidad and Tristan d'Acunha.....	7,780	75
[From the Equator south-east trade, blowing rather from the eastern quarter, steady; but in winter frequently interrupted by north-westerly and northerly winds. Near the Equator a current running west, and at times with great rapidity.]		
From the Cape to 105° E. lon. between 39° and 35° S. lat.....	4,320	36
[Variable winds; westerly and north-westerly prevail to a great extent. Current setting east to 50° E. lon., with force.]		
Thence to Anjier Point in Sunda Strait.....	1,740	12
[South-east trade to 15° N. lat., and north of that parallel, south-east monsoon. Current setting north-west.]		
Thence to Singapore.....	560	5
[South-east monsoon, weak; calms.]		
	<hr/> 14,350	<hr/> 128

From England to Singapore, via the Proposed Canal, during the South-west Monsoon.

From England to San Juan de Nicaragua.....	5,200	45
[Winds and trades as before described.]		
Passage through the canal.....	278	2
From Realejo to the Ladrões.....	8,600	54
[North-east trade. Current setting to the west.]		
From the Ladrões to Pitt's Strait.....	680	7
[First north-east trades; then south-west monsoon; short calms. Current running in different directions.]		
From Pitt's Strait, through Sallayes Passage, to Gaspar Strait....	2,600	19
[South-east or east monsoon; westerly current; very danger- ous navigation.]		
Thence to Singapore.....	380	4
[South-east monsoon, weak; calms.]		
	<hr/> 17,738	<hr/> 131

Making a difference against Nicaragua route of 3,488 miles. To pass from the Ladrões through Balingtang Strait, would lessen this difference 1,160 miles. Owing to trade-winds and currents, the homeward voyage from Singapore to England, via the proposed canal, would not be less distant than the outward; whereas the homeward voyage, via the Cape of Good Hope, would be 1,230 miles and 17 days less than the outward voyage.

COMPARISON No. IV.

From China to England, via the Cape of Good Hope, in the Season of the North-east Monsoon.

From Macao or Hong Kong, through the Chinese Sea, to the Equa- tor.....	1,320	9
[North-east monsoon blowing with force. Strong current set- ting to the south-west.]		
Thence to Sunda Straits, 12° S. lat.....	750	5
[North-west or west monsoon; short calms in the sea between Borneo and Sumatra. Current running south with force.]		

	Distance in miles.	Days required.
Through the region of the south-east trades to 27° S. lat. and 50° E. lon.....	3,200	21
[South-east trade, veering much to the east, but sometimes weak and interrupted. Current setting to the west, moderate.]		
From thence to the Cape.....	1,560	14
[Variable winds; south-easterly and southerly prevail. Current setting to the west and south-west.]		
Thence to England.....	6,500	58
[Winds, currents, &c., before described, see No. 8.]		
	<hr/> 13,380	<hr/> 107

From China to England, via the Proposed Canal, during the South-west Monsoon.

From Macao to Formosa Straits, and then to 30° N. lat. and 139° E. lon.....	1,180	7
[South-west monsoon, blowing with considerable force. Strong current setting to the north-east.]		
Thence to 120° W. lon., between 30° and 35° N. lat.....	5,250	48
[Variable winds; south-westerly and westerly prevail to some extent.]		
Thence to Realejo.....	3,600	30
[Variable winds; northerly, north-westerly, and north-easterly are most frequent; gales occur frequently. A rather strong current runs from December to April south-east, and from May to November north-west.]		
Passage through the canal.....	278	2
From San Juan de Nicaragua to England.....	5,250	42
	<hr/> 15,558	<hr/> 129

Difference of 2,228 miles and 22 days against the Nicaragua route. The outward voyage from England, via the Cape of Good Hope, would be 1,230 miles greater distance than the homeward voyage from China, requiring eight days more time for its performance. Comments are unnecessary; the figures and the facts settle the question. Here too are distances all beyond the capacity of vessels to carry fuel, and the time cannot be diminished by steam.

We will now take a view of our own position relative to these proposed routes, the intended object of which would be to facilitate and increase our commerce and intercourse with Asia. Now let us see what that commerce amounts to, and if the object can be gained.

The entries at the customs for 1845 show that that year we employed in commerce with the Dutch East Indies.....	Vessels.	Tons.
Ditto British East Indies.....	10	3,944
Ditto Manilla and Philippine Islands.....	26	10,663
Ditto China.....	9	4,025
	50	21,632
Total.....	<hr/> 95	<hr/> 40,314

IMPORTS AND EXPORTS FOR 1845.

	Imports.	Exports.
From and to the Dutch East Indies.....	\$533,608	\$201,158
“ “ British East Indies.....	1,276,534	431,398
“ “ Australia.....	.....	70,311
“ “ Manilla and Philippine Islands.....	633,059	154,578
“ “ China.....	7,285,914	2,275,995
Total.....	<hr/> \$9,734,115	<hr/> \$3,133,440

Showing a balance against us of \$6,600,675, which is paid in part with specie, but most generally by bills on London. Ten millions of bushels of corn would pay this balance, if it could be gotten there; but the climate of the present, and these proposed routes, would render the adventure a total loss, and the great distance must prevent any considerable increase of that commerce, and still leave this yearly balance against us. We will take the distances to China (our principal interest being there) as the comparison.

From New York to San Juan de Nicaragua is not less than.....	2,500 miles.
Thence through the canal.....	278 "
From Realejo to Canton, between 10° and 20° N. lat., through Formosa Straits.....	10,360 "

[North-east trade; north-east monsoon. Current setting to the west frequently with force.]

13,188 "

The following, from the *Commercial Advertiser* of this city of March 28, 1849, confirms my calculations of distances by actual performance. Capt. Waterman has in this and other ships made the voyage from China to New York in about the same time and distance.

"RAPID SAILING.—The splendid ship *Sea Witch*, Capt. Waterman, arrived here on Sunday, in seventy-five days from China, having performed a voyage around the world in 194 sailing days. During the voyage she has made the shortest direct passages on record, viz:—69 days from New York to Valparaiso; 50 days from Callao to China; 75 days from China to New York. Distance run by observation from New York to Valparaiso, 10,586 miles; average 6 2-5 miles per hour. Distance from Callao to China, 10,417 miles; average 8 5-8 knots per hour. Distance from China to New York, 14,255 miles; average 7½ per hour. Best ten (consecutive) days' run, 2,664 miles; average 11 1-10 per hour."

Owing to the influence, power, and control which England holds over all, our commerce with Asia is limited, as the statistics show, except with China, which may also be considered as limited, and confined to articles that can bear the climate through which they are exposed, as well as the expense consequent upon the long voyage. But this commerce might be increased to an extent and variety almost beyond the power of human calculation to estimate, provided a means of transit and intercourse could be opened on a parallel of latitude that would shorten distance and time, lessen expenses, and through a climate which would protect animal and vegetable products from injury, decay, and destruction; which great objects it is plain cannot be gained across the Isthmus, and to attempt it would be fruitless, and but an attempt at our own expense to divert from our own possessions and control a commerce which commands the world.

I have shown that a communication across the Isthmus must be dependent alone for its support upon the present commerce of the Pacific slope, which the statistics show would be insufficient; but it is urged, that as a means of intercourse with California and Oregon it is absolutely necessary, and would be sustained.

Until a better and more direct route across the continent can be established, it would no doubt facilitate the migration of that class who have means to pay an expensive transit; but the number of that class will no doubt greatly diminish within twelve months, and those who then go will, to save expense, make the voyage around the Cape. When the gold production of California shall have settled itself down to an actual labor basis, we shall find that

the avails of that labor will be used and expended there where produced ; and the amount of our commerce and intercourse must depend entirely upon the amount of our own products, which their wants may demand. Experience has fully demonstrated that commercial routes are sustained only by carrying the products of the soil. Take as a comparison our commerce with China ; our ships go out empty and come home full with teas, &c. ; and our commerce with Europe also, it is our cotton and flour, our pork, beef, tobacco, hemp, &c., &c., which fills our outward bound vessels ; while returning they would comparatively be empty, were it not for the great number of passengers. Nature has prohibited such an intercourse or commerce between the two slopes of these two continents. And until a direct railroad route, which would be the thoroughfare for the intercourse and commerce of all the world, is opened and established, that intercourse must be limited to the few articles of manufactured goods which we may be enabled to sell in exchange for their gold, their fish and oil.

CHAPTER V.

Selection of Route—Objects and motives—Length of route—White River route—Distances from Atlantic cities to Prairie du Chien—To China and Asia—England the same places—Steam—Sail vessels—Doubts and fears sectional—Route made question of controversy—Comparison of routes—Explanations—Descriptions of country, &c.—General Kearny's route—Gila River—Memphis route—Fort Smith and Galveston routes—High charge for freights exclude commerce—Low tolls force commerce—Carry corn for 25 cents a bushel—Southern advantages—Want of timber—No rains—Removed Indians—Lands unequal to furnish means—Extracts from Colonel Emory's report, with elevations—St. Louis route, &c.—Section position of Baltimore and all north—St. Louis can connect—Her local, commercial, and other advantages—Mr. Foot's amendment—A southern branch—Its advantages as a means of settling the country—Views of Captain Wilkes—Captain Porter—Injury to commodities from climate—Snows—Committees' report—Statement of Mr. Fitzpatrick and R. Campbell, Esqs.—Judge Thornton and D. White's statement of snows—Opinions of Colonel Fremont of routes and of snows.

RELATIVE TO THE ROUTE FOR THIS GREAT HIGHWAY FOR NATIONS.

ALL the committees in Congress, which have examined and acted upon this subject, have been of the opinion that, as I propose to purchase the lands, and take upon myself the responsibility of making them produce the means for the construction of the road, the location of the route should rest with me, and that interest and necessity would force a selection best suited to the interests of all the United States ; that were an attempt made by Congress to locate a route, it would require numerous surveys, during which, the lands on the first part of the route, with the only timber and facilities for the settlement of almost the entire route, would most certainly pass beyond the disposal of the government, and could not be applied to this work ; that sectional interests would be excited, rendering it almost or quite impossible for Congress to select a route, and, should one finally be fixed upon, it might be where the lands would not furnish the necessary means for the work—where timber and material, with facilities for the work and for the settlement of the country, might not exist, rendering the accomplishment of the work impossible ; therefore the bill reported, and here appended, does not name any route. It sets apart and sells to me the land for the road, "from Lake Michi-

gan, or the Mississippi River, to the Pacific Ocean." The views of the committee will be found in the report appended, No. 1.

Having no other object in the route than the successful accomplishment of the work—having devoted years exclusively to the examination of the whole subject, explorations of the country and rivers, with no other motive or object than to ascertain the route best for the interests of our whole country—a route where I was willing to hazard a whole life, a fortune and all—taking upon myself the entire risk of success, the nation hazarding nothing, I have felt (without vanity) that my experience and opinions, so strongly supported by committees in Congress and the Legislatures of two-thirds of all the States, should have been entitled to a consideration sufficient to have induced an examination of the subject before pronouncing against the route.

Nature and circumstances combined, have forced me to select the only route where I can see any hope for success, or possibility of accomplishing the great objects we aim at—the only route where I believe it possible to accomplish this great work at all, under any plan, or from any source of means.

In my examinations of this vast subject, the first and most important points of consideration were the means and route—the means being the public lands the route must be through, to make them available; and when I found the *only* available lands for the work on the line of the *only* feasible route—the only route possessing direct and cheap means of transit to, and intercourse with, the principal Atlantic cities—the only route which could furnish, on the commencement of its line, timber and materials for the work and for the settlement of the country for almost the entire line—the only route which would shorten the distance between Europe and Asia, so as to force a change to it—the only route where the climate would permit us to take our vast products from the soil to the markets of all Asia—the only route where all the streams, from ocean to ocean, could be bridged—and the only route which could carry and sustain almost an entire line of settlement with it to the Pacific Ocean—and finding here all these advantages, which do not exist on any other route, I did feel that I could not be wrong, and that nature's God had made this to be the grand highway, to civilize and Christianize all mankind.

I found this, too, to be the shortest across our continent, and with which all the Atlantic cities could connect by railroad more easily, and equi-distant, than any other route, as the figures will show.

We have the actual measurement of the present emigrants' route, by Colonel Fremont, as his maps and report show, from Westport, Mo., to Wallah Wallah.....	1,670 miles.
[Which he says "may be shortened and unevennesses of surface much improved."]	
From my own examination personally, and from others, I find a road may be built on a line from the lake to join with the present on the Platte River, and add to the above distance only the actual difference in longitude, which is $6\frac{1}{2}^{\circ}$ or 50 miles.....	325 "
From Wallah Wallah to Puget Sound, a good route, at not exceeding	200 "
Total to the Pacific from Lake Michigan, with all the windings of the present emigrants' route.....	2,195 "

From my personal examinations of a part, and good information of all, I believe a better and shorter route may be had by crossing the Missouri where it can be bridged, at White River, and then follow White River to the head waters of the Yellow Stone and Missouri, to and down the Salmon River and Columbia to Puget Sound; having the same terminus at both the lake and

the Pacific would be considered as identical with the other, but would be about 300 miles shorter than through "the South Pass."

Take the route through the South Pass as I have estimated, 2,080 miles, and deduct 210 miles for the distance from the lake to the crossing of the Mississippi, and we have, from the Mississippi to the Pacific, 1,820 miles. Now from the following Atlantic and Gulf cities to the crossing of the Mississippi, at near Prairie du Chien, is, by actual surveys for railroad routes—

	Miles.	From New Orleans or Mobile to the Pacific	Miles.
From New Orleans or Mobile...	880	the Pacific	2,650
Charleston.....	1,096	From Charleston to the Pacific..	2,916
Richmond.....	950	Richmond " " ..	2,770
Washington.....	988	Washington " " ..	2,808
Baltimore.....	948	Baltimore " " ..	2,768
Philadelphia.....	1,041	Philadelphia " " ..	2,861
New York.....	1,141	New York " " ..	2,961
Boston.....	1,841	Boston " " ..	3,161

Placing New Orleans or Mobile but 2,650 miles, while New York would be 2,961, and Boston 3,161 miles from the Pacific—making an average distance, not including New Orleans and Boston in the estimate, of 2,830 miles of uninterrupted intercourse, where all the streams can be bridged, from each and every Atlantic city to the Pacific Ocean.

	Miles.	Requiring by steam but
And to Japan.....	4,000 miles would be to Japan...	6,830 21 days.
Shanghai in China.	5,400 " " China...	8,230 25 "
Australia	6,000 " " Australia.	8,830 25 "
Singapore.....	7,660 " " Singapore	10,490 31 "

To and from England add the distance and time across the Atlantic, estimated at about 3,000 miles.

All of the intercourse and commerce with the places named, and all Asia, may be carried on by steam from Oregon because the shortest possible route would be close to the coast all the way round, and coal is abundant at Vancouver's Island, Japan, China, Formosa, and the high latitudes of Australia; and for sail vessels the winds would, be favorable both ways. The passage to China would have favorable *trades*, while the return voyage would be made by the *variables* in higher latitudes and shorter distance. Here, then, we can accomplish the great objects we desire. Construct this stupendous work, and with it comes the mighty revolution of the commerce of the entire globe, and all without the cost of one dollar to the nation. Still, there are doubts and fears. One section fears it may not get its full share of the vast benefits sure to flow from it to all; and one wants a route more south, &c. Now, as I have devoted my whole time to this subject for years, I do believe I understand it in all its points and interests; my sole aim and object being to benefit all. It is quite possible that I may have examined the whole subject as impartially and understandingly as I could have done had I been influenced by sectional or other motives, and I now feel it my duty to place the whole subject of *route* before the people just as my examinations have found it; and I feel the duty the more imperative because, if "*the route*" is to be made a question of controversy, influenced by sectional or local interests, it is clear, I think, that this great work must be defeated forever. And I do hope and pray that the people may examine fully the whole subject before making it a subject for controversy, and with this hope I will proceed to place before the reader the different routes proposed, &c. The first, and

principal, is the one taken by General Kearny from Fort Leavenworth, via Santa Fe and the Gila River, to San Diego; and it is fortunate that the able report of Col. Emory gives us full information, and the more so because the other proposed routes run into and follow this. He makes the distance from Fort Leavenworth to San Diego 1,916 miles. Before his description of country, elevations of route, &c., I will describe the routes proposed to run into this; and first, is one to start from Memphis, Tennessee. A convention is there called (to consider the subject) for the 4th of July next.

Now, as Memphis is nearly 5° east and $2\frac{1}{2}^{\circ}$ south of Fort Leavenworth, and as the route must run up through a mountain range to Gen. Kearny's route, 250 miles must be added, making 2,166 miles. The route of the Gila is evidently not practicable. Gen. Kearny said in his report, "If a tolerable wagon road to its mouth from the Del Norte is ever discovered, it must be on the south side. The country is destitute of timber," &c. Col. Cook's route, which diverged south, all on Mexican soil, and came on to Gen. Kearny's route at the Pineos village, must have increased the distance at least 100 miles, making 2,266 miles.

The second, from Fort Smith, in Arkansas, via the Canadian River.	
General Arbuckle, from Fort Smith, November 20, 1848, "thinks the distance to Santa Fe to be 200 miles less than from Independence, Mo., to Santa Fe," which would be.....	1,716 miles.
Add for Colonel Cook's detour.....	100 "
From Memphis to Fort Smith it would be difficult to construct a railroad. Owing to the flooding of the streams and inundation of the country, it would be almost impossible; but this distance could not be less than.....	250 "
This distance by river would be about 500 miles.....	2,066 "

And the Arkansas, not always navigable. By both of the foregoing routes, the distance to San Diego exceeds that from Lake Michigan to Puget Sound.

The third, and last, is to join Gen. Kearny's route at "the Paso," from Galveston, in Texas. It is said to be not over 600 miles to "the Paso," but this must be erroneous, because Galveston is a little below the parallel of 30° and $94\frac{1}{2}^{\circ}$ west longitude, and "the Paso" on the parallel of about 32° , and between 106° and 107° west longitude, about $12\frac{1}{2}^{\circ}$ of longitude.

And it is not probable that a railroad route could be found less than.	700 miles.
Thence to San Diego.....	887 "
Total.....	1,587 "

This would be, in fact, in great part out of our own country, and so distant from, and difficult of access to, all our Atlantic and interior cities, that our agricultural, commercial, and manufacturing interests would be excluded from its benefits, and the distance from Europe to Asia increased over that of the Memphis route, and the harbors of Galveston and San Diego unequal to accommodate such a commerce, with a climate destructive to animal and vegetable products.

We are now at San Diego with all the southern routes, and, taking the passage out and in, fully 1,200 miles further from China than if at Puget Sound. And it will be seen that these routes are sectional, confining their benefits and giving almost exclusive advantages to all south of Norfolk, as the figures will show. Norfolk, by routes proposed through North Carolina and Tennessee, would be 950 miles from Memphis, or 2,216 from San

Diego, and Charleston 732 from Memphis and 2,998 from San Diego; while Baltimore, Philadelphia, New York, and Boston could not participate in the benefits of the road, except through Norfolk and Charleston, and all the interior cities, Louisville, Cincinnati, Pittsburgh, Cleveland, Buffalo, Detroit, Chicago, and St. Louis would be a very considerable distance further from Memphis than from Prairie du Chien, and further from the Pacific. And with one exception, in Illinois, all the railroads now being constructed or projected in Ohio, Indiana, and Illinois are directed towards Prairie du Chien.

We make it from Charleston to San Diego.....	2,998 miles.
Thence to China.....	6,800 "
From London to Charleston.....	3,760 "

From London to China, via Charleston and Memphis..... 13,358 "

The river could not be bridged at Memphis, and would cause heavy expenses for transshipment and ferriage, with delays and damage; and as the lands on the line cannot be made to furnish the means for the construction of the road, tolls must be made to provide for the interest on its cost, making a transit so high as would exclude commerce. Were it possible to make a safe depot at Memphis and at San Diego, and the climate would not destroy animal and vegetable substances, the necessarily high tolls would exclude the products of the Mississippi valley; the tolls on a bushel of corn could not be less than fifty to sixty-five cents, and other freight in proportion. It would, therefore, be a road exclusively for travel.

Now let us see how Charleston would stand on the northern route:—

From Charleston to Prairie du Chien.....	1,096 miles.
Thence to Puget Sound or San Francisco.....	1,820 "
Thence to China.....	5,400 "
From London to Charleston.....	3,760 "

From London to China, via Charleston and northern route..... 12,076 "

With a road from Prairie du Chien requiring tolls sufficient only for its operation and repairs, and would carry a bushel of corn for twenty-five cents, which low tolls, with the great saving of time, would force the commerce and intercourse of the world over it; and Savannah, Charleston, and Norfolk, with their roads running to Tennessee and the Ohio and to Prairie du Chien, the favorable grades of which would enable them to compete successfully with Baltimore, Philadelphia, New York, and Boston, not only for the carrying of the vast commerce of Europe with Asia, but also for the carrying of the immense products of all the Mississippi valley to the Atlantic; and the northern route, which they would join east of the Mississippi, could not fail to give them the control of all west of it.

It appears, from all the various and extensive information which I have been enabled to obtain, and all which fully agrees with Col. Emory's report, that the country, after passing the meridian of about 98° west to San Diego, a distance of 1,600 miles, is too poor to sustain population, and in no part of this immense distance would the earth produce, except from irrigation, and the amount of country where the streams furnish the means for irrigation is limited, and already occupied. Many streams dry up, and lose themselves in the sand.

Between the commencement of these poor lands and the western line of Missouri and Arkansas, the country is occupied by the tribes of removed

Indians, with the faith of the nation pledged that they shall not be disturbed ; and in Arkansas there is no land available on any line or route which may be selected, and no material or facilities for the construction of such a work. And it appears plain to me that on these routes there is neither the lands to furnish means, or material or facilities for such a work, or for the settlement of the country, nor do the necessary materials and facilities exist convenient to the route ; a country so poor, without rain, that it would not authorize the outlay required even if possible to accomplish the work at all, because settlement and production could not be materially increased by it. I will submit Col. Emory's own description, with elevations.

It appears that "the Raton," the mountains crossed before arriving at Santa Fe, are higher than "the South Pass," with winters quite as severe and as much snow, and the elevation of Santa Fe 6,846 feet. Col. Emory says :

Page 11.—"As you draw near the meridian of the Pawnee Fork, 99° west of Greenwich, the country changes, almost imperceptibly, until it merges into the arid, barren wastes, described under that section. The transition is marked by the occurrence of cacti and other spinose plants, the first of which we saw in lon. 98°."

Speaking of the river, the Pawnee Fork, at Bent's Fort, he says,—

Page 12.—"The bottom land, a few feet above the level of the water, varies in width from half a mile to two miles, and is generally covered with good, nutritious grass. Beyond this the ground rises by gentle slopes into a wilderness of sand hills on the south, and prairie on the north.

"The soil of the plains is a granitic sand, intermixed with the exuvies of animal and vegetable matter, supporting a scanty vegetation. The eye wanders in vain over these immense wastes in search of trees ; not one is to be seen. The principal growth is the buffalo grass and cacti, in endless variety, though diminutive."

"The buffaloes are sometimes driven by the severity of the winter (which is here, as at 'the Big Timber,' intense for the latitude) to feed upon the cotton-wood of this place."—P. 13.

"We are now in what may be called the paradise of that part of the country, between Bent's Fort and San Miguel ; and yet he who leaves the edge of the Canadian or its tributaries, must make a good day's march to find wood, water, or grass. Elevation, 6,112 feet."—P. 20.

Page 23.—"August 11, elevation 6,946 feet."

"August 12. The plains are almost destitute of vegetation. The hills bear a stunted growth of pinon and red cedar ; elevation, 6,670 feet."—P. 24.

"(Santa Fe.)—On leaving the narrow valley of the Santa Fe, which rises from 1,000 feet to a mile or two in width, the country presents nothing but barren hills, utterly incapable, both from soil and climate, of producing anything useful. The valley is entirely cultivated by irrigation, and is now covered with corn. Five miles below the town, the stream disappears in granitic sands."—P. 34.

"Oct. 8.—The valley of the Del Norte, as we advance, loses what little capacity for agriculture it possessed. The river commences to gather its feeble force into the smallest compass to work its way around the western base of Fra Cristobal mountain.

"For the last night or two it has been unusually cold, the thermometer ranging from 25° to 32° ; but during the day it mounts up to 75° and 80° ; lat. 33° 20' 20''."—P. 55.

"Nov. 2. The thermometer at daylight 25°."—P. 72.

"Nov. 12. Looking from our camp north, 30° west, you see a great plain, with mountains rising in the distance on each side. This prospect has induced some travellers to venture from here in a direct line to Monterey, in California, but there is neither grass nor water on that passage, and thirst and distress overcame, undoubtedly, those who attempted it."—P. 85.

"From information collected from the Indians and others, it appears that we shall meet with no more grass from this to the settlements, estimated 300 miles distant."—P. 88.

"Nov. 16. The night was cold. Thermometer at 6 A. M. 20°; lat. 32° 55' 52", lon. 113° 25' 25".

"Nov. 21. The plains are now almost entirely of sand, and composed of sandy and calcareous loam, with iron pyrites and common salt.

"Nov. 22. The day was warm, the dust oppressive, and the march 22 miles, very long for our jaded and ill fed brutes. The general's horse gave out.

"Nov. 23. We did not move camp to-day, in order to make a refit, and gave our mules an opportunity to take what little grass they could before taking the desert of 90 miles, which lies on the other side of the Colorado, and between us and water."—P. 95.

"Nov. 24. The country from the Arkansas to this point, more than 1,200 miles, in its adaptation to agriculture, has peculiarities which must for ever stamp itself upon the population which inhabit it. All of North Mexico, embracing New Mexico, Chihuahua, Sonora, and the Californias, as far north as the Sacramento, are, as far as the best information goes, the same in the physical character of its surface, and differ but little in climate and products.

"In no part of this vast tract can the rains from Heaven be relied upon to any extent for the cultivation of the soil. The earth is destitute of trees, and in great part also of any vegetation whatever. A few feeble streams flow in different directions from the great mountains, which in many places traverse this region. These streams are separated sometimes by plains, and sometimes by mountains, without water and without vegetation; and may be called deserts, so far as they perform any useful part in the sustenance of animal life.

"The cultivation of the earth is therefore confined to those narrow strips of land which are within the level of the waters of the streams, and where practised in a community with any success or to any extent, involves a degree of subordination and absolute obedience to a chief, repugnant to the habits of our people.

"Departing from the ford of the Colorado in the direction of Sonora, there is a fearful desert to encounter. All accounts concur in representing the journey as one of extreme hardships, and even peril—distance represented at from four to seven days' journey."—P. 98.

"The southern termination of this desert is bounded by the Tecate chain of mountains and the Colorado; but its northern and eastern boundaries are undefined, and I should suppose, from the accounts of trappers and others who have attempted the passage from California to the Gila by a more northern route, that it extends many days' travel beyond the chain of barren mountains which bound the horizon in that direction."—P. 104.

"We are still to look for the glowing pictures drawn of California. As yet, barrenness and desolation hold their reign.

"Dec. 11. Our road leading through a rolling country, of light black soil, destitute of trees, and without water."—P. 112.

"Dec. 12. At San Diego."

Speaking of Alta California, he says, page 125,—

"The surface covered with vegetation is difficult to estimate, and perhaps it is unimportant that an estimate should be made, since the productiveness of those regions depend on other considerations than smoothness of surface and character of soil. The rains cannot be depended upon, and the tiller of the earth depends upon irrigation from the mountain streams for his crops. The extent of ground capable of tillage is thus reduced to very narrow limits, easy of computation. A knowledge of the water courses, their fall, volume, and extent, and the quantity of land on their margin, within the level of these waters, are the data on which to base the computation.

"Taking this as a guide, an inspection of the accompanying map will give a general idea of the extent of arable land, sufficiently correct for all practical purposes; but in candor it should be said that many streams laid down in it disappear in the

and, while the rocky cliffs forming the banks of others render irrigation impracticable. The scale upon which the map is projected is too small to represent these accidents of the ground."

The elevations of this route were taken by Lieut. Zane's party, and often several times in a day, commencing in the Kansas River, 350 feet above the sea, and running up to 2,234 feet, where they crossed "the Kansas." Aug. 7th, nine days before their arrival at Santa Fe, over a variety of surface. Elevation of Santa Fe 2,844 feet. Then in nineteen days over a variety of surface, descent to 4,138 feet, and in five days up to 9,187 feet. The next day down to 4,587 feet, and then varying up and down to the Colorado, 17,000 feet above the sea. Thence between that and the Pacific over a pass 3,650 feet, then immediately down to the ocean—

Making on July 29.....	29 miles, an average 23 feet per mile.		
" August 5 to 7.....	30 "	"	53½ "
" " 7 " 9.....	7 "	"	53½ "
" " 9 " 21.....	47 "	"	35 "
" Sept. 21 " 29.....	40 "	"	48½ "
" " 29 " 17.....	46 "	"	44½ "
" Oct. 17 " 20.....	38 "	"	33 "
" " 20 " 1.....	8 "	"	22½ "
" Nov. 1 " 6.....	19 "	"	290 "
" " 6 ".....	28 "	"	43 "

From the Colorado to the ocean—

" Dec. 1.....	15 "	"	141½ "
" " 6.....	19 "	"	233½ "

It is hoped the reader will have patience for one more route.

It has been proposed to start from St. Louis, and the route must run up the Kansas and Platte Rivers to "the South Pass."

Were it possible to get a straight line, the distance would be about the same, as will be seen from the map appended, No. 2, as from Lake Michigan; but the face of the country and the streams to be bridged is such, that the necessary windings would increase the distance, so as to very much exceed that of the route from the lake.

Through Missouri the lands are occupied, and beyond the line of that State for about 150 miles is occupied by the tribes of removed Indians, with the faith of the nation pledged that they shall not be disturbed. This land is generally good, particularly the bottoms of the Kansas, with a small strip of timber (cotton-wood), beyond which to the mountains, and beyond, there is no timber, and the land poor. Now it is clear that the lands upon this route could not be made to produce the necessary means for such a work; and it is proposed that it shall be a government work, setting apart one-half of the proceeds of all the lands sold by the government for the purpose, which, until the 18 to 20 millions of acres of soldiers' bounties are disposed of, cannot amount to more than about one million a year, the half of which would be only sufficient for surveys and explorations. The country through which the route would pass, that part which might sustain population were a road constructed through it, has not the timber and materials for the road, or for settlement upon it, and can be supplied only by and with the road as its construction might advance, all from its starting point. Now all who have examined the subject know full well, that in all Missouri and Illinois there is a deficiency in timber, and as the country becomes settled, there will not be sufficient for agricultural purposes, buildings, and fences. And it is also well known that both of those States are almost entirely destitute of

timber suitable for a railroad, or for the covering and finishing of buildings, and could not supply the wants for this road, and the country on its line. From whence, then, must come the immense amount of timber and materials required for the construction of the road, and the settlement of 1,200 to 1,400 miles of a country, now entirely destitute? Why, it must all come from northern Wisconsin, brought first to St. Louis, and then on by the road.

It is no small affair to construct 2,000 miles of railroad even through a settled country, with material and all necessary facilities at hand, capital and all; but to build a railroad 2,000 miles through an entire wilderness 1,200 to 1,400 miles, without timber or material for the work or for necessary settlement, and to make this wilderness furnish the means for the work, is a greater work than has before been undertaken; and if not commenced from a point where cheap and frequent intercourse with the Atlantic can be had—where timber, materials, and facilities for the entire work, and for settlement, do not exist, equal to the magnitude of the work itself; then, I say and believe, I shall be sustained by every sound and experienced mind—by every experienced engineer who will examine the subject, that the accomplishment of such a work is impossible.

A route from St. Louis would be sectional, as can be seen from the map appended, No. 2.

Norfolk and Richmond are to be connected with Cincinnati, Louisville, and Portsmouth, by proposed railroads, and from Cincinnati to "the South Pass," via St. Louis, would exceed in distance the route via *Prairie du Chien*. Baltimore would connect with Wheeling, and Philadelphia with Pittsburgh and Mansfield, Ohio; and from Wheeling or Pittsburgh to "the South Pass," via St. Louis, would exceed, by 300 miles, the route via *Prairie du Chien*.

Savannah and Charleston, via the St. Louis route, would have an advantage in distance over the northern cities, so great as would verify the opinion of a gentleman of Charleston, that "its effect would be to throw almost the whole of it into the lap of the nearest seaport that can connect by railroad with its terminus"—as he then supposed, at Lake Michigan. St. Louis can connect with it by the river and by railroad long before arriving at "the South Pass," and the route as short as if direct from St. Louis to "the Pass," and St. Louis will also connect with the roads from the south and east; when if important local, commercial, and other advantages are offered by St. Louis equal to the difference in distance, then that distance will not be heeded, and that will be the route for all who prefer it. Should the amendment proposed by Mr. Foote be adopted, and the work carried out, it would give to St. Louis and Missouri great advantages.

It is, and has been my desire that every section and interest of our wide-spread country may participate equally in the great benefits to flow from this work. Nature, not myself, has prepared the way and the means, and I think it very clear there is no other way than the one proposed, and surely none other, as the figures show, where all can equally participate. The Hon. Mr. Foote, of Miss., has proposed an amendment to my bill, which appears to suit the views of some gentlemen South; and the North, I think, cannot oppose it. It proposes that, after crossing the Missouri River where it can be bridged, a branch shall be constructed, running south to the waters of the Red River and to the Paso, or some more northern pass, (if any,) to San Diego or San Francisco. That this branch shall be completed to the Red River first, then both shall advance together, and the surplus lands, from the lake onward, held as a reserved fund, shall be applied equally to the two.

So far as the lands are suitable for settlement, the road can be built, and would certainly be a benefit to the nation. Could it reach Santa Fe, or go further south to "the Paso," it would be the *only* means of settling that vast country, so far as it is capable of settlement and production; and could it ever reach the Pacific, it would accommodate all that part of California, both our possession and those of Mexico. It would be a route of travel, but not of commerce. As it is my desire that all sections and interests may not only be benefitted, but accommodated also, and as my whole life is devoted to this work, I have assented to Mr. Foote's amendment, and hope all my friends will support it. Capt. Charles Wilkes, of the United States navy, who explored the Pacific coast, harbors, and much of the country, has been so kind as to interest himself in my efforts, and has published a very interesting pamphlet, entitled "Wilkes' Western America," giving the particulars of the whole Pacific coast; a more authentic, full, and better account than any we have as yet had. I append (No. 40) his views of the different proposed routes of communication.

Those who are acquainted with the commerce of the world know the influence of climate upon the great staples which form that commerce, food for man, and none know better than those who are interested in, and acquainted with, the vast commerce of the Mississippi valley, where the yearly damage and destruction amounts to millions; in addition to which there are heavy losses on produce shipped from New Orleans to Europe, and northern markets. Take, for instance, corn and wheat, which will average 25 per cent less return than that shipped to Europe from northern ports—on bacon, 15 per cent. Pork, beef, flour, tobacco, and all articles are deteriorated, and it is only about three months of the year that the shipment of many articles would not be nearly a total loss; hence it is, that corn for shipment to Europe often commands 15 to 20 cents per bushel more at Norfolk than at New Orleans. In a work like the one proposed, these vital considerations must not be disregarded.

In examining this subject I have feared that San Francisco would not answer for the terminus, the climate being much warmer than that of the Atlantic side—said to be 10° to 12° difference. From Capt. Porter, U. S. N., and those who have resided there, I learn that it is impossible to cure provisions; and in the Sacramento valley the thermometer ranges as high as 110° .

I have, therefore, generally spoken of Puget Sound. From "the South Pass," the distance to the two places is nearly equal; but the difficulties from snow would be greater on the route to San Francisco. Mr. Thornton, in speaking of the incredible depth of snow on the Sierra Nevada, says "it is a very remarkable fact, that the snow at this point, $38^{\circ} 44'$ N. lat., is usually much deeper than it is on mountains of a corresponding elevation further north." From the many inquiries I have made, from those who have passed through the mountains in the winter, I am satisfied that as the *passes* are less elevated, the snows less frequent and dry, there would be less difficulty on the northern than on any more southern route, where, on the lower ground, the winter is the rainy season, and on those more elevated would be snow. It will be found, too, from Col. Emory's report, that the thermometer fell quite as low, at the same season of the year, on the Gila, as it did on Col. Fremont's route to the Columbia. In Mr. Pollock's report, appended, will be found statements from Mr. Fitzpatrick, the celebrated mountain guide, who has spent many winters in the mountains; also a statement from R. Camp-

bell, Esq., of St. Louis, who spent three winters in the mountains; and the following statement from Dr. Elijah White, dated July 27, 1846:—
 “As to the objections raised in consideration of the snow, I have only to say, from the best advices received during a residence of ten years west of the mountains, in connection with my own observations, it is believed there is much less snow west of the mountains than the east; and as to the pass in the mountains, I am not able to speak distinctly, but know that the British Fur Company send down large caravans of horses, laden with furs, in January and February, annually, from Fort Hall, only 190 miles from the great Pass, subsisting entirely upon the grasses indigenous to that country. I am of the opinion there is less snow in the Black Hills, and in the vicinity of the Rocky Mountains, than is generally conceived, as I am credibly informed that the buffalo graze and range not unfrequently throughout the winter.”

Col. Fremont personally, to whom I am indebted for much valuable information, has told me that the difficulties from snow would be confined to short spaces, and these inconsiderable. He also assured me that the route is feasible to either the Columbia River or to San Francisco; he said “impracticability is not to be named with the subject.”

I have in my possession many statements and accounts from those who have been to, and returned from, the Pacific, descriptive of country, routes, snows, &c., and all corresponding with what has been published.

But can it be supposed that such a work, promising results so vast—promising to revolutionize the commercial world, and place it all under our control, could be accomplished without toils and difficulties? The energies of our people are equal to its full accomplishment, with all its difficulties. Let it be commenced, and its progress and complete success will astonish the world.

CHAPTER VI.

Objections to the project, with the answers to them—that too much may be gained—that lands would accumulate—Land monopoly—Individual enterprise—Individual power and influence—Power over laborers—Our country not old enough to embark in an enterprise so vast—Road could not be sustained if built—High tolls—Amount of business—Estimates of cost of tolls in Belgium, England, and our country—Cost of freights or tolls from China to Lake Michigan and to the Atlantic cities—Compared with freights charged in ships—No constitutional objection.

In the foregoing pages I have endeavored to explain and compare with each other the different routes proposed for this great highway for nations; to explain the plan by which I propose to carry out and accomplish the work; to show that the means which I ask for can be made available and ample only by the work itself; and to show that the route which circumstances force me to take, is the only route for the accomplishment of this stupendous work, and I hope I have not failed in my attempt. But there are still other views, opinions, and objections to satisfy. There are those who fear I may gain too much by the work. In answer, I say the land is now worth little or nothing; but if of more value hereafter, that increased value would be derived from the results of my efforts and labor in building the road, and those who might purchase the lands on its line would receive the

benefit of my labor and efforts; and it will be seen by the bill that the government, holding the road, the surplus lands, and all, would have power to prevent any evils or dangers from an accumulation of gains; and the jealousy already awakened, before even the work is commenced, and before it is ascertained if the lands can be made to produce enough means to construct the road, will not slumber to the end; and should there be any probability that my reward might exceed the liberality of the people, as they would hold the power they would undoubtedly withhold the reward, therefore I consider the hazard to be on my side. And if it is feared that the remuneration may be disproportioned to the extent and importance of the work, then I am ready to relinquish any claim I may have for a compensation, and let the people give me anything or nothing, as they please. If they will but allow me to be their instrument to accomplish this great work it is enough: I ask no more.

For an answer to the objection on account of an accumulation of lands and land monopoly, I refer the reader to the committee's report, annexed, page 43. Land monopoly cannot prevail while there are thousands of millions of acres unoccupied. The lands on the line of the road must be sold and settled or the road cannot be built, or sustained if built; and if the price demanded is beyond their actual value to the settler, he of course will not purchase, but go where he can do better. The work would fail and the lands remain as now—in the possession of the government.

The objection, because it is to be an individual enterprise, is, to me, the most surprising. I ask, what works have our government ever done that could not have been done by individual enterprise in less than half the time, better, and cheaper, and more to the satisfaction and interest of the country at large? Take, for instance, the Cumberland Road, the building of ships, &c., &c. The reasons are obvious. There is no individual interest or responsibility—the direction and management often retarded by council and legislation. Individual enterprise! It is one of the main pillars of our institutions; and has it not always produced indebtedness, embarrassment, excessive taxation, and extensive evils whenever the General or State governments have attempted the construction of any important work which could have been done by individuals? Individual power and influence under our institutions is an absurdity, because each and every man has the same rights, powers, and privileges, and will not surrender them to, or can they be taken by another. Wealth, it is true, gives a man influence so long as it is exercised for the benefit of the many, and no longer. The many are jealous of wealth, and whenever its possessor attempts to exercise it against their will or interest, they put him down. He cannot stand against the many, each with the same civil, religious, and political rights as himself. Under a monarchy it would be different. Individual power and wealth might be used to benefit the many and injure the rights of the crown. It has been but once so exercised upon this continent—by Washington, Adams, Jefferson, Hancock, Jay, Franklin, and others. Their influence and labor, in the exercise of individual power, was the birth of liberty. Since then individual power here has had no crown to contend with, and can produce no influence that the people have not the power to control and regulate.

It has been objected, that it might give power and influence over the people, States, and territories through which the road would pass. The people who may buy and settle upon the lands on the line of the road, would have their titles directly from the government, and just as free from any control

or influence which I might desire, or be charged with desiring to exercise over them, as the people who are now daily buying and settling upon the government lands. The route is through a waste, wilderness country, which is to be peopled and made States by the means of the road alone.

While there are no people except those who would be drawn forward by the facilities which the road only can give, their interest would be connected and identified with it. While a territory, Congress would control all, and when admitted a State, Congress will prescribe the terms and conditions; but the people, the lands, and the road become part and parcel of the State, subject to such enactments, laws, and regulations as all other people and property of the State, save such reservations as may be made by Congress. So that the State and the people would hold the power over the road, not the road over the people. It being the only means of transit to markets, and Congress holding the power to regulate the tolls, interests would be mutual and could not conflict; and the day is past with us for any institution, man, or body of men, to set themselves up against popular opinion or popular interest. None such can stand. And in this case, at the will of the people, Congress could at any time repeal the act, or make such amendments as would be necessary for the rights and interests of all; and if its management at any time should operate to the disadvantage of the people, there could be but one voice against the many, and a change forced to take place; and as it would have no exclusive privileges, the people, or the States through which it would pass, could, if they saw proper and necessary, build another by its side.

The objection as to power over the laborers who may construct and operate the road, is unworthy the gravity of the subject. To build the road labor must be employed, and it must be subject to supervision and direction. The same objections would hold to all public works and their conductors—to all agents of the government, whether in a civil, military, or other capacity, and even to giving employment to the destitute in any manner. In the first place, it would be necessary to show what political power or influence could be exercised over independent laborers (who would make their own bargain, and work no longer than was for their best interest) in a land of uninterrupted prairies, without population or civilization; and if such power could exist, it would no doubt be checked or stopped by Congress, at the end of each ten miles of road.

It has been objected that such a work cannot be built and carried on through a wilderness of such vast extent, that it cannot be protected from the Indians, and that there is no wood or water.

In answer, I say, if the timber, materials, and facilities for the entire work did not exist in abundance at the proposed starting point, it could not be built; and if it was not a wilderness, I could not have the land, the only means for the work; and I propose, by the work itself, to change the wilderness waste to cities, towns, villages, and richly cultivated fields, which of course would protect it from the Indians. Water and coal, there is an abundant supply of both; timber, &c., would be taken on by the road at low tolls, for buildings and fences, cheaper than timbered lands could be cleared sufficient for crops.

It has been objected that our country is not old enough, and without sufficient population, to embark in an enterprise so vast. I answer, that we have already more than 6,000 miles of railroad in operation, at a cost, or outlay, of about \$120,000,000; that our population is at this time 22 millions, and will double in 22 years; and if we have been able, up to this time, with

our small population and small means, to complete the 6,000 miles of railroad, that by the double of our population, and consequent double of means, we can double the miles of railroad; and the comparison is greatly in favor of the future, because many of our present railroads are exclusively means of travel, and have not developed sources of production and wealth.

Our increase of population in 22 years will give for this road and the Pacific coast 11,000,000, and leave 11,000,000 for the present States. But let us see what we do want for this road. My calculations and hopes are all predicated upon the sale and settlement of the first 800 miles, which, by sixty miles wide, will give 30,720,000 acres, all good land. Allow 160 acres for each family of five persons, and it would accommodate 192,000 families, together, 960,000 souls. It will require from the commencement five years to complete the 800 miles, and from ten to fifteen years for the entire road. As the bill provides, and as it is not necessary to sell and settle more than one-half, while the entire 800 miles is being built, (the other half being reserved as a fund,) it would require but 19,200 families, or 96,000 souls per annum, which is less than one-seventh of our now yearly increase, and only about one-third the present emigration.

It is objected that if the road can be built, it cannot be supported and kept up. Now I think every experienced mind must be satisfied, that if the lands will sell and settle sufficient to furnish the means to construct the road, that same settlement would support and keep it up; and our great object in this road is to change the route for the commerce and intercourse of Europe with Asia to it. That commerce amounts to an aggregate of exports and imports of nearly \$250,000,000 per annum, employing 2,000 large ships, and upwards of 50,000 seamen. With the great reduction in time, and the low tolls we propose, it is believed that we could change about 1,300,000 tons of freight (calculating both ways) per annum to this new route, which, at half a cent per ton per mile, would give to this road \$13,000,000 per annum, and the roads joining it from the Atlantic, from Savannah, Charleston, Norfolk and Richmond, Baltimore, Philadelphia, New York and Boston, at one cent per ton per mile, \$13,000,000 more.

It has been said that these tolls are much too low, and that the prices necessary to sustain the road would exclude the business. I think this opinion is without foundation, and the objection made before examining the subject. Now as this road is not to earn dividends, and would require tolls sufficient only for the expense of its operation and repairs, they would consequently be light; but from a close examination of the subject, I believe the prices named not too low.

From the *Railroad Journal* for 1847, page 138, will be found the estimate for a road to cost \$50,000 per mile and to pay 6 per cent interest on dividends. It must transport per annum 40,000 tons at $8\frac{1}{2}$ cents per ton per mile, 60,000 at $5\frac{2}{3}\frac{2}{3}$, 80,000 at $4\frac{5}{6}\frac{1}{6}$, 100,000 at $3\frac{7}{8}\frac{1}{8}$, 200,000 at $2\frac{3}{4}\frac{1}{4}$, 500,000 at $1\frac{2}{3}\frac{2}{3}$, 1,000,000 at $\frac{2}{3}\frac{2}{3}\frac{1}{3}$, and 2,000,000 at $\frac{2}{3}\frac{2}{3}\frac{1}{3}$. I have found engineers of the highest reputation who have confirmed this estimate; and from the estimates of J. Butler Williams, Esq., of London, (see *Railroad Journal* for 1846, page 407,) for roads in Belgium, costing £18,000 sterling per mile, nearly \$90,000, to pay 5 per cent dividend per annum, they must transport per annum 60,000 tons at $2\frac{5}{6}\frac{1}{6}d.$ per ton per mile, 100,000 at $1\frac{2}{3}\frac{2}{3}d.$, 200,000 at $1\frac{2}{3}\frac{2}{3}d.$, 500,000 at $\frac{7}{6}\frac{2}{3}d.$, and 1,000,000 at $\frac{5}{6}\frac{2}{3}d.$

For the English roads, costing the average of £31,000 sterling per mile, to earn dividends of 5 per cent per annum, must charge for 1,000,000 tons per

annum, $\frac{1}{100}$ d. per ton per mile. The saving in time, so all important to the merchant, giving him the control of markets, would force commerce over this route even at much higher tolls or freights than for the present routes. Freights in ships are charged by measurement of 40 feet to the ton, while on railroads it is by weight only. Young Hyson teas are of the heaviest description, but require two tons measurement for one ton weight. Now from Shanghae to the terminus on the Pacific, \$7 per ton measurement would be a large freight, compared with from this to Europe; thence to Lake Michigan, 2,000 miles, at a half cent per ton per mile, would be for a ton measurement, a half ton weight, \$5; and stopping here, as would all for the consumption of the Mississippi valley, would be \$12 only, and \$15 less than if by the present route. From the lake to the Atlantic cities, 1,000 miles (roads to earn dividends) at one cent per ton per mile, for the half ton weight \$5 more, together \$17. For the present voyage around the Cape, \$22½ is but a fair freight, and often much higher.

No constitutional objection has been raised. The committee, in the report appended, are full and clear on that part of the subject.

The objection to its being a stock company, and that the stock may be taken to Europe for sale as a speculation, is unfounded, as it will be seen by the bill that it is entirely an individual enterprise, must and will be carried on as such, that there is and can be no stock, and that the sections of road must be completed to the satisfaction of all, before the government part with any lands, and that a stock without dividends would command but little value in Europe.

CHAPTER VII.

Necessity for the work—Its importance as a means of settling the wilderness and making it productive and useful—As a means to sustain commerce—As a means to provide for emigrants—Point of attraction—Labor on Railroads—Man's wants before reformed—Important in a commercial, political, and military point of view—Our position in the centre of the world, &c.—Change for the route of the commerce of Asia must come to our continent—Cannot go back to old routes—England's power in her merchant marine—This route will reduce it—Asiatics not maritime—Increase of commerce to be opened by it—Objection to capital and labor from abroad answered—Influence and benefits on sections—Position of the author—His objects and motives—Designs of Providence to our land—Our institutions—Author's appeal, &c., &c.

THE necessity for this work, and its vast importance to every interest of our whole country, I think must be apparent to all who examine the subject.

In a former chapter I have explained the geographical division of these two continents, and with it the division of the products of the entire globe, rendering it almost impossible that the two slopes should remain connected, and under one government, without this proposed road, which would bind all together with a band which could not be sundered. It is important and necessary as the only means by which the greater part of the immense wilderness, from the lake to the ocean, (as it is without timber or navigable streams,) can ever be settled, or made equal to sustain population. But this road would open it to settlement and production, with the best means of communicating with all the markets of the world, bringing it into life and use, and making it the

sure means to increase and sustain our own, and the commerce of the world; and bring into market lands now too remote for settlement, and make valuable and productive that which would, otherwise, be useless to mankind, and increase the value of other government lands far beyond the amount applied to this work.

It is important and necessary, as the only means of providing for the over population of Europe, daily flocking to our shores. Their small means is soon exhausted; they see abundance around them, almost without price, but that small price they can no longer pay; necessity forces them into vice, and, too often, crime, and they become burdensome to our citizens; which evils are increasing to an alarming extent, and will continue to increase, unless there can be found some great and important point in our interior to which they can be attracted immediately on their landing—where, with their labor and small means, they can purchase land—where they will have a home, and their labor upon their *own* soil would produce, not only daily bread, but in time an affluence, of which they could not have dreamed in their native land.

The commencement of this work would make that point of attraction; their labor would grade the road and pay in part for the land; the produce of the soil would be wanted by the laborers and new settlers on the road; and at low tolls it would be the sure means of transit (at all seasons) for any surplus to markets, immediately producing comforts and plenty.

In building railroads through a settled country, the laborer has no interest in, or expected benefit from the work, beyond his daily pay, which is often wasted in intemperance; while here, the laborer would not only be interested in it, as the means for his daily bread, but would be sure that its results would benefit his condition, and elevate himself and family to affluence.

Man must be fed and clothed before he can be reformed. The starving mendicant will listen to no precepts of morality until you give him food; but clothe and feed him, and his heart warms with gratitude, and you may lead him on. Here, on this road, I care not how low the condition, all will be forced to labor; because, removed from our large cities, the food and sustenance for indolence and vice, soon they will find themselves surrounded with comforts and plenty, the fruits of their own toil. Their energies would kindle into a flame of ambition and desire, and we should be enabled to educate them to our system—to industry, prosperity, and virtue.

Civilization, with all its influences, would march step by step with it. It would draw to it, after the two first years, 100,000 souls annually. Cities, towns, and villages would spring up like magic, because the road, the cheap means of transit for the products of man's labor to a choice of markets, would leave a rich reward for that labor, and produce the sure means for the accomplishment of all.

It is important and necessary in a commercial, political, and military point of view. It would give us the control of, and make the commerce of the world tributary to us, the grand thoroughfare for all the nations of the earth; the tolls on which would bring all indebted to us, and here on this continent would be the great banking house—the Grand Exchange for all the world.

In a political and military aspect, it would enable us, at small expense, to concentrate our forces, munitions, and stores at any point on the Atlantic or Pacific, or any part of our vast interior, in the short space of from 3 to 8 days, and transmit the mails in a little more than half that time.

With a naval depot on the Pacific, and with a comparatively small navy, we should command the vast Pacific, the Indian Ocean, the Chinese Seas; yes, I may say, we should command the world. How different would have been our position with the Mexican war. At a trifling expense, without hazard of life, the entire west coast of Mexico would have been under our complete control. But when the entire human family can be brought together, as they will be by this road, in a free exchange of commodities, wars must then cease, as there can be no more cause for strife, and armies and navies no more wanted.

It is our destiny to accomplish this vast revolution for all mankind. We have this vast wilderness land for our inheritance—purchased, the most of it, with the toil and blood of our fathers. The application of the labor of the now destitute would bring forth the abundant means for this great work—richly reward that labor—the work accomplished, and the entire world brought together as one nation.

I might speculate upon the future, and predict what would be the vast, the mighty results from the accomplishment of this great work; but it has been my object to give a plain business statement, based upon facts only. The whole subject is now explained, and, I hope, plain to all, and the field is now open to the mind. It is no experiment, for all the required elements are now in daily use and employment; therefore, I say, it is but a simple work. Let the road be graded, the timber and iron put down, the locomotive and cars put upon it, and all is done; at the same time, the facilities which it yielded to man would have created its being and support.

By looking at the map appended, No. 1, it will be seen that our position is such that the subject cannot be exaggerated. Europe, with 250 millions of population, separated from us by the stormy Atlantic on one side, while on the other, the calm Pacific rolls between us and all Asia, with her 700 millions of souls—and look at our vast continent, the grand centre of all; now, more than 2,000 miles of which is a howling, savage, waste wilderness, the greater part forever to be useless to man. But this road would open it to settlement and cultivation, and give it free and cheap intercourse with all mankind. It would extend agricultural population and productions, with means of transit, so that, I may be almost allowed to say, it would give to every man, woman, and child on the earth means to live and be comfortable, if they would but work. It would raise up a competition between all the Atlantic States and cities, and force the means for the completion of all the roads now commenced from New Orleans to Maine, because all could join it with equal advantage, near to where it would cross the Mississippi River. Then the grand centre of this continent and of all the world would be near the Missouri River; and at 30 miles per hour, it would require but $2\frac{1}{2}$ days to any Atlantic city—but $2\frac{1}{2}$ days to the Pacific; and at the present speed of steamers, but 25 days from that centre to any important city on the globe. Thus we could be brought together, as one family, at the grand centre, in $2\frac{1}{2}$ days; and the whole world, as one nation, to the same centre, in 25 days. I need not declare what must be its inevitable results morally, religiously, commercially, and politically. It would carry with it from ocean to ocean, 3,000 miles in extent, a belt of population, with the same manners, habits, thought, tastes, actions, and interests; and, yes, the same religion—a flood of light, life, and liberty, which would spread over, enlighten, and enliven the heathenism of all Asia.

The change of the route for the commerce with Asia has, since before the

time of Solomon even, changed the destinies of Empires and States. It has, and does to this day control the world. Its march has always been westward, and can never go back to its old routes through Egypt. Political, as well as natural, barriers prevent it. A dangerous navigation, want of water, want of fuel for steamers, expensive transits and transshipments, with climate and all rendering it impossible. As a route for mails and travel it is immensely expensive, and with any improvement possible could not be lessened, or could the time required be diminished more than twenty-two hours, and must be used as it is, until a better route across our continent can be established; besides, there could be nothing gained by it. It would open no new source of means to increase and sustain commerce; there is no waste, unoccupied lands to be made available for settlement and production by it—no place where the surplus population of Europe could be taken and made producers of food to exchange for clothing.

Our increase of population, wealth, and power, with our vast rich wilderness lands, the only refuge for the over population of Europe, will render us every day more and more important to the commercial world, and through us must be the route to Asia, and the change to our continent will be the last, the final change.

We see that the commerce of Asia, with civilization, has marched west. Each nation, from the Phœnicians to proud England, when supplanted, or forced to relinquish it, has declined, and dwindled into almost nothingness, and a new nation, west, risen up, with vigor and life, to control all. When this road shall have been completed, that commerce, with civilization, will have encircled the globe. It can go no further. Here, then, would be the consummation of all things; and here it would be as fixed, as fast, as time and earth itself. Here we should stand forever, reaching out one hand to all Asia and the other to all Europe, willing that all may enjoy the great blessing which we possess, claiming free intercourse and exchange of commodities with all, and seeking not to subjugate any; but all, the entire, the whole, tributary, and, at our will, subject to us.

Statesmen have always considered that the great strength of England's power is in her merchant marine, with the naval force to protect it, enabling her, at short notice, to send her armies and fleets to all parts of the world and pounce upon her prey. Her commerce with Asia employs a great part of both her merchant and naval marine. The change to this route would reduce the merchant tonnage to one-third its present amount, and at the same time increase our own. What a blow, what a reduction to England's power! On the Atlantic, our industry and enterprise would not fear to compete for the carrying of the commerce of Europe with Asia, then forced to our shores; while, on the Pacific, we may say, that ocean would be our own. The Asiatics are not, and cannot be, a maritime people, and we must be their carriers. What a field would it not open to our skill, industry, and enterprise? And would not every section and interest be incalculably benefited by it?

The opening of a free, cheap, and frequent intercourse with Japan, with China, with all the islands of the Pacific and Indian Oceans, and with India, would open to us a commerce, in variety and extent, far beyond the power of human calculation to estimate; an unlimited market for our cotton, rice, tobacco, hemp, corn, flour, beef, pork, manufactured goods, and all our various and vast products. And so soon as safety for person and property is established; so soon as the pirate and cannibal give place to civilization, which

would be forced by this new intercourse, then the millions of China would emigrate to, and cover the islands of the seas, now worse than useless to mankind ; then the Chinese will cease to destroy their offspring for want of food, because they will have found a place where the earth is sufficient to yield a supply ; and it is our ships and our men that must move them. What a field, then, would there not be here opened for industry and enterprise—for the humane, for the missionary, and for the philanthropist ?

It has been objected, that the capital and labor for the work might all come from Europe. But can any one doubt, should it be so, that that capital would add to the wealth of the nation and benefit the whole country ? And the labor must all be under our guidance and control. Though the emigrants might come in large bodies as they do now, yet they could not settle down on the line of the road, isolating themselves from our people and our habits, retaining their prejudices, language, and even costume, as they now do, because the work would draw to it the talent and enterprise of all the country, south and north ; on its line would spring up cities, towns, and villages for the benefit of all, every one claiming to participate, producing a scene of life, energy, and activity which would uproot all prejudices, and break down all barriers, even if founded and fixed by centuries ; all must give way to and assimilate with us ; and surely there is no section of our country that would let such an enterprise pass ! No ! they will *all* participate in and control all, and the foreigner must serve his apprenticeship under us.

And it matters not to any what section of the country or of the world that labor is taken from, because it gives to the laborer the ability to consume the products of all our different climes, benefitting all, and more particularly those sections whose productions would be different from the products on the line of the road, causing a large demand with but one source of supply.

My position is peculiar, compared with those who have undertaken enterprises of a State or national character—who have had the support and patronage of the general or State governments—have been in the employment, and their time and abilities the property of the people ; while I have spent exclusively more than five years in this country, and nearly two years in Asia, for this work ; have explored a part of the route, abandoned all other pursuits, devoted myself entirely to it, and taken the responsibility and risk of success, together with all expenses, upon myself ; so that, if it does not succeed, no man would be taxed one cent, and not one dollar demanded from the public treasury. And now, because I, as an individual, and not in the pay of the people, propose to do all this, it is feared there may be something wrong, as it can hardly be imagined that any individual would, without present compensation, devote his whole life to a work requiring his whole life for its successful accomplishment, solely with a view to benefit his country and his fellow man. I am willing to have my acts scanned and judged of by my countrymen ; but as I am willing and do propose to place myself under the entire control of the people and of Congress, I do feel that while all is in the power of Congress to restrict me to what I propose, that I ought not to be doubted, when I say that what I have done, and what I propose to do, is not for the gain of wealth, or power, or influence, but for the great good which I am persuaded it must produce to our whole country.

All who are acquainted with the history of mankind, know full well that all the great enterprises which have resulted in the greatest good to man have been brought about by the perseverance, toil, and I may say, suffering,

of individual man, without mercenary aim or end, and I expect none other. Kings and nations have sent the sword and oppression; but it is man, individual man, who has labored, suffered, and even died for the benefit of his fellow man.

I have undertaken this mighty work, because I know some one's whole life must be sacrificed to it; and if I know my own heart, I have no desire that it should benefit one section of our Union over another, and I feel that I am acting for all this great Union. A work like this, I would not undertake it for one section, or for one interest; for I believe that we have a destiny to accomplish with it, which, if the road is built, cannot be prevented by men or nations. I believe that our institutions of free government were established for the good of mankind by an all-wise and overruling Providence, whose ends must be accomplished—that all the parts were combined and necessary to each other, and should and will harmonize as one. That though the demagogue may rave and rage, it is against a destiny he cannot change, a power controlling all, and he must fall to the ground. I believe that we are the chosen people to carry out God's promises and designs to man—that there is none other way or means for the accomplishment of His great purposes; if not so, there must come an end to religious and civil liberty. When this great work shall have been accomplished, that liberty and light will have encircled the globe, and there is no new home for man; but should our race spread over this entire continent, without this great highway to bring all, and harmonize all, together, and spread that light and liberty over, and control the entire globe, then must mankind fall back into darkness and savage barbarism. This is inevitable, and can we believe that such a destiny awaits mankind? No. I would as soon believe that man has power to derange and destroy the stars of heaven, as these our own, whose machinery was copied from that above, and works the same. Now and then a new planet is found, afar off in the distance, first a mist, and then a bright star, and takes its place in the constellation, with no derangement of the machine, because all is perfect.

I have no desire, in what I ask of Congress or of the people, than that the lands may be so placed, as by sale and settlement thereof they can be made to produce the means for this great work, and that, by my labor and efforts, the work may be accomplished, and all the objects and results desired fully realized. It is believed, by those who have examined it, that the bill appended makes all necessary provisions; if not, Congress certainly have the power and wisdom to so alter and amend as may be deemed necessary.

I do not ask this for myself; it is for you, reader, and for your children. I ask it not to benefit myself—it promises me nothing but a life of laborious toil and perplexity, every step surrounded with difficulties, to be overcome only by an energy and perseverance which must know no rest. The lands are yours, the right to sale or grant yours, and the glory will be yours also. I ask it for your benefit, and that of every man, woman and child of our great nation. I give to it my life, my all. If I fail, you lose nothing, because the lands are still yours. If I succeed, and I feel that I shall, my race will have been run, the end to me have come; but to you, and to your children, the prize won, never to depart; and richer far than nations, or combined nations, ever before possessed—the command and control of all the world—won, too, without the cost of treasure, without the cost of blood.

ASA WHITNEY.

NEW YORK, May 1, 1849.

APPENDIX.

THIRTIETH CONGRESS, FIRST SESSION.

[Report No. 733. To accompany H. R. bill No. 468.]

HOUSE OF REPRESENTATIVES.

RAILROAD TO OREGON.

JUNE 23, 1848.

MR. POLLOCK, from the select committee to whom the subject was referred, made the following

REPORT:

The select committee, to whom was referred the memorial of Asa Whitney, relative to the construction of a railroad from Lake Michigan to the Pacific Ocean, report:

That they have bestowed upon the subject that consideration its importance demands.

The proposition, at first view, is a startling one. The magnitude of the work itself, and the still greater and more magnificent results promised by its accomplishment, that of revolutionizing, morally and commercially, if not politically, a greater part of the habitable globe, and making the vast commerce of the world tributary to us, almost overwhelms the mind. But your committee, on examination, find it a subject as simple as it is vast and magnificent, and see no insurmountable difficulties in the way of its successful accomplishment.

The proposition being for a purchase of sixty miles wide of the public domain from Lake Michigan to the Pacific Ocean, at a reduced price, the sale a positive one, and the construction of the road but an individual enterprise, places the subject before the committee, and the people, in a view entirely different from a proposition to construct a railroad by the government from an appropriation of money; in which latter case it would be necessary, if entertained at all, to go into a full, minute, and thorough examination of every point and consideration involved; whereas, in the present case, the entire responsibility and risk of success rests upon the memorialist, and the details for its successful completion must be arranged and executed by him.

Your committee, and the people, are asked only to decide upon the propriety and expediency of the sale of the public domain to the extent required, and at the price proposed, in consideration of the vast and important results to flow from the accomplishment of the contemplated work.

The first and most important consideration with the committee is, the power of Congress over the subject. That Congress has power to sell and dispose of the public domain, or any portion thereof, will not be questioned; and, that Congress may dispose of the public lands for certain specified objects, or may impose certain conditions and limitations upon grants or sales of land, is, in the opinion of your committee, equally true. The bill reported by the committee proposes to set apart, and sell to Asa Whitney, of New York, certain portions of the public lands, at a reduced price, to enable him to construct a railroad from Lake Michigan to the Pacific Ocean. The proposition, thus submitted, does not involve the constitutional power of Congress to originate, or prosecute, works of internal improvement. It is not designed to prosecute and complete the proposed railroad by appropriations drawn from the national treasury; nor can it be regarded as imposing any obligation upon the government to aid in its construction in any other way than set forth in the bill reported to the House. The sale of the lands to Mr. Whitney is absolute, with such limitations and restrictions as are necessary to secure to the government the sum required to be paid. The construction of the road can only be regarded as an individual enterprise, although it is a work of a truly national character; and the advantages that must necessarily result from its completion, constitute the inducement, and demonstrate the propriety of the sale of the lands in the manner, and for the objects, specified in the bill—the sale, and the inducement for the sale of the lands being alike constitutional and proper. To Congress belongs exclusive jurisdiction over the public lands, and the exercise of that power in the present instance, and in the manner proposed, would not only be clearly constitutional, but is demanded by every consideration of present and future interest.

To Congress, as having exclusive jurisdiction over the territories of the United States, and to the legislatures of the States through which said road may pass, would belong the power to regulate and control the operations of said road; and, being thus under the control of both Congress and the legislatures of the States through which it may pass, the rights and interests of all would be protected and secured.

The committee are aware that there exists a difference in opinion relative to the location of the route for the road. The route for, and means by which this great work can be accomplished are so connected, and the latter so dependent upon the other, that a separation would defeat all. Upon the increased value which the road would undoubtedly give to the lands on its line all depends, and without which the committee believe the accomplishment of the work impossible, except perhaps from a direct appropriation of money from the treasury, which would not be sanctioned by Congress or approved by the people, nor would your committee recommend it. No other route than the one proposed would furnish the amount of land demanded; and as the whole risk, management, and labor of producing the means for the work rests upon Mr. Whitney, the committee believe that with him also should rest the right to select the route, and that necessity and interest will force a selection best suited to all sections of our country.

The committee believe it highly important that the route should be where the streams can be bridged, so as to have an uninterrupted intercourse from ocean to ocean, not subject to transshipments, often more expensive than the freight. From the lake to either ocean, all the streams, including the Ohio, can be bridged, when an uninterrupted intercourse might be had from any Atlantic or gulf city to the Pacific. The committee refer to Mr. Whitney's memorial, appended, marked No. 1, for his views on this point, in which the committee concur.

The committee believe it a well known fact that there is no part of the globe which presents a route so favorable for a railroad as from Lake Michigan to the pass in the mountains; and from that point to Fort Vancouver altitudes were taken daily by Col. Fremont, as may be seen from his able and scientific report. And he now says that "impracticability for a railroad from the pass to the ocean is not to be named." He also believes a more favorable route may be found from the Salt Lake to San Francisco, and the committee have no doubt of the feasibility of the route. But the work will be commenced, and while progressing, the

different routes will be explored, and the best one, all things considered, fixed upon and adopted. The able report of Senator Breese, 1st session, 29th Congress, from which the following extract is taken, confirms this opinion, and in which your committee concur.

"These proceedings, upwards of forty years since, form the basis of the view your committee have now to take of the subject; and subsequent examinations, by individuals eminently qualified for the duty, have confirmed the general accuracy of the result of those proceedings. The more deliberate and more ample means of examining the whole face of the country, by the agency of able scientific and experienced persons, have resulted in the location of a route, which, while it pursues the general direction of that suggested by Mr. Jefferson, through the whole distance, coincides with it precisely for a portion of the way, presenting a route which may be considered the only practicable one for the site of a railroad across the continent.

"The route now proposed from the west pursues the valley of the Columbia River, by Lewis' branch thereof, to the great South Pass; and thence nearly due east, striking the Missouri above the mouth of the Great Platte River, and the Mississippi above the mouth of the Wisconsin River, until it strikes the shores of Lake Michigan.

"The committee rely with confidence upon the testimony of that scientific and highly meritorious officer, Colonel Fremont, and submit his own words, bearing directly upon the point under consideration. He states that the route he followed in 1842 was up the valley of the Great Platte River to the South Pass, in north latitude 42°.' 'The road which is now generally followed through this region is a very good one, without any difficult ascents to overcome.' 'It passed through an open prairie region, and may be much improved, so as to avoid the great part of the inequalities it now presents.' In describing his arrival at the great South Pass, he remarks that 'the ascent had been so gradual, that with all the intimate knowledge possessed by Carson, who had made this country his home for seventeen years, we were obliged to watch very closely to find the place at which we had reached the culminating point. This was between two low hills rising on either hand fifty or sixty feet.' (Fremont's Rep., S. doc. 174, p. 60.) 'We crossed very near the Table Mountain, at the southern extremity of the South Pass, which is near twenty miles in width, and already traversed by several different roads. Selecting, as well as I could in the scarcely distinguishable ascent, what might be considered the dividing ridge in this remarkable depression in the mountain, I took a barometrical observation, which gave 7,490 feet for the elevation above the Gulf of Mexico;' (*ib.*, 128.) 'Its importance as the great gate through which commerce and travelling may herewith pass between the valley of the Mississippi and the north Pacific, justifies a precise notice of its locality and distance from the leading points, in addition to this statement of its elevation. As stated in the report of 1842, its latitude at the point where we crossed is 42° 24' 32", its longitude 109° 26' 00".'

"The distance from the South Pass, where the elevation is 7,490 feet, to the southern shore of Lake Michigan, is about 1,400 miles;* so that the ascent to be overcome in the whole distance would be no more than between four and five feet to the mile; and it has already been shown that the ground at the culminating point of the great South Pass was so level as to render it difficult to discover that precise point, and that 'the traveller, without being reminded of any change by toilsome ascents, suddenly finds himself on the waters that flow to the Pacific Ocean.' A consideration of the facts in the premises, therefore, leaves no doubt of the practicability of the proposed route for a railroad from the shore of Lake Michigan to the navigable waters of the Columbia River.

"This route having been explored, surveyed, altitude ascertained, and compared with others deviating from it part of the way towards its eastern terminus, the conclusion fixing that terminus in the vicinity of the 42d parallel of north latitude is inevitable. As regards the location of a railroad, the adherence to the same

* Actual distance from the Lake to the Pass, about 1,100 miles only.

latitude towards the east, as that of the best position on the South Pass, seems most advantageous in every respect, as it will be the shortest distance to intersect steam navigation and the Atlantic coast, while there will be less difficulty in overcoming ascent and other obstructions—every consideration concurring to render the adoption of that location unavoidable. In this region of country, extending as high north as the sources of the Missouri and Mississippi Rivers, the higher the latitude, the higher the elevation of the land above the level of the water in the Gulf of Mexico; so that in the comparatively short distance (the difference in latitude being only about three and a half degrees) between the mouth of Kansas River to the mouth of the Big Sioux River, where the railroad would intersect the Missouri River, at a point adapted to bridging, the difference in elevation is about 2,000 feet; which, at the point of departure from navigable water, is of great importance—since the ascent to be overcome from that point to the highest elevation in the route at the South Pass, is so much less than it would be by adopting the more southern route.

“The adequacy of the means proposed for defraying the cost of this undertaking, and the expediency of applying such means to this object, come next in order for consideration. Those means are to be derived from the sale of public lands, already acquired and to be acquired by the extinguishment of the Indian title, to the breadth of thirty miles on each side of the road, extending from Lake Michigan to the shores of the Pacific. The committee will here state that a point on this lake must be selected, for the reasons, as urged by the memorialists, (in which the committee fully concur,) that it is the only point where the public lands, suitable to produce funds to accomplish the work, can be had; because it is the only point where material (particularly timber) can be found, and which must there be prepared and taken onward, as the road progresses, to the mountains; because it affords a cheap and easy water communication with the Atlantic cities, to take laborers, materials and settlers to the starting point, which necessary and important advantages cannot be had from any other point, except subject to long delays and great expense; because it is the only starting point which has a settled country around, such as Michigan, Illinois, Indiana, and Ohio, to furnish provisions for the laborers and settlers until they can produce for themselves; because it has a direct water communication, by canal and lakes, with Pittsburgh, where the iron must undoubtedly be made; because it is nearer to *all* the Atlantic cities than any other point; because it is more central, and on the same, or nearly the same, parallel of latitude as the pass in the mountains, and gives to all a freer and better opportunity for a fair competition for its benefits. The committee would also state that New England and New York, Pennsylvania, Maryland, and Virginia, are *all* pushing their railroads into or to the State of Ohio, where they will all meet and go on in one, to join this road where it crosses the Mississippi, or between that river and Lake Michigan; and when South Carolina shall have completed her road to Memphis, or through Nashville to the Ohio, the web will then be completed, and our vast country will be brought together at the grand centre in the short space of *four days*; allowing us not only to transport passengers, but *all* descriptions of merchandise and produce from the grand centre to New Orleans, Savannah, Charleston, Richmond and Norfolk, Washington, Baltimore, Philadelphia, New York and Boston, and to the Pacific, in the same time—*four days*; and from the Pacific to any of the above cities in less than *eight days*, and to China in *twenty days*; so that we can bring our vast country together in *four days*, and the extremes of the globe in *thirty days*. A cargo of teas from China may then be delivered in any of our Atlantic cities in *thirty days*, and in London or Liverpool in less than *forty-five days*.”

It will be seen from Mr. Whitney's memorial, appended, that he estimates the length of the road at 2,030 miles, allowing 250 miles for detour or windings, and its cost, when ready for operation, at \$60,600,000. The committee are free to acknowledge that they have no sufficient data to found a calculation upon. The estimates before them have been arrived at from a comparison with other works, situated, as the committee think, under more favorable circumstances; and, considering the situation of the country, now an entire wilderness, a great part with-

out timber or other material, with the necessarily immense amount of transportation required to construct the road, the committee believe the actual cost will exceed the estimate. In Mr. Whitney's memorial, he estimates the 2,030 miles, by 60 wide, to give 77,952,000 acres, and that by and with the construction and operation of the road, it could be made to produce the sum of \$59,879,000. This sum, your committee believe, can be realized only by the plan proposed.

The representations of the lands, in the memorial annexed, correspond with the examinations made by, and opinions of the committee. The entire of 1,200 miles, without timber or navigable streams to communicate with markets, certainly could never be settled without the road. Of the 2,030 miles, 800 miles is good land, though 500 without timber; then there are several hundred miles of barren desert, then volcanic formations, and but small extent of good land to the ocean. The building the road would be the only means by which timber and other materials could be taken on for its construction, and the only means by which timber could be taken on for settlement. The committee are, therefore, fully persuaded that this immense country, except a small part, cannot in any other way for ages, if ever, be made of use to man or value to the nation; and the committee believe with the memorialist that the sum of 16 cents per acre is too high, and have, in the bill reported, reduced it to 10 cents, amounting to the sum of \$7,795,200, which the committee believe to be above the present value, and far beyond what the government can in any other way expect to receive.

The plan proposed to carry out and accomplish this great work is such that the lands must be sold to furnish means. Sale and settlement must progress with the work. No company, however large their means, could carry on such a work on any other plan. And as the bill prescribes the mode of sale, the lands remaining in the possession of the government until disposed of to actual settlers, and then the patents issued directly to them, and not to Mr. Whitney, no accumulation of lands, or "land monopoly," could obtain, and your committee see no ground for objection on that account. The lands would be open to all at private and public sale, without restriction or monopoly, the settler's labor, and money wanted in payment, and both applied to the construction of the road, and his money go back to him for labor and materials; so that, in fact, he would have his land and the road to take his products to market without cost or outlay.

The immense number of emigrants now flooding our shores—many with but little, if any, means—soon become burdensome. The committee believe the commencement of this work would draw a great number to it, where their labor would become useful and productive to the nation; where they would soon be surrounded with comforts and plenty, the fruits of their own toil, and, under the influence and education of our people, their habits changed to industry and morality, and their offspring reared to intelligence, virtue, and independence. The committee believe the construction of the road an absolutely necessary means of provision for this immense emigration, and would relieve our citizens from a heavy amount of taxation.

The committee believe the bill which they have reported provides ample security in all respects—Mr. Whitney not being allowed to sell any lands until he has completed a section of ten miles of road, and then only upon the certificate of the commissioner that the act has been complied with, and that he is continuing the construction of another section of ten miles; and even then he can sell only one-half the section, or five miles, the government holding the other half, with the road and its machinery, as surety; nor does he take the five miles, only as is actually sold, the patents going directly to the actual purchasers.

His actual outlay for surveys, preparations, machinery, &c., even before he can commence the work, would be several hundred thousand dollars; and such a road as is proposed could not cost less than \$20,000 per mile—for the ten miles, \$200,000. The five miles of land by sixty wide is 192,000 acres, which the committee do not believe in its present position, even for the best of the good lands, could be made to produce an average of over one dollar per acre, which would be \$192,000, or less than the cost of the ten miles of road; and it cannot be supposed, however desirable the lands, that this entire 192,000 acres could be sold for sev-

eral years; and the unsold part would remain in the possession of the government, and such would be the case for each and every section. And the commissioner could at any time he thought proper withhold his certificate of satisfaction, and the government might at any time refuse to issue patents; so that it appears to the committee that the security is not only ample, but that it increases with the progress of the work.

If the road should be continued for 50, 100, 200, 500, or more miles, through the good or available lands, Mr. Whitney could take only one-half the alternated five miles, and the other half would certainly be increased in value by the settlement of his half, and from the construction and operation of the road; and should any unforeseen event cause him to stop, the government would then be safe, because a good railroad through any section of good agricultural country, connecting with a communication leading to the Atlantic cities, would be sustained by the population on its line, and at any time worth its cost, and the other half of the lands enhanced in value far beyond what *all* are worth without the road; but the committee do not believe such an event possible; in the progress of the work it would reach important points, increasing its business and adding to its value. To the Mississippi would be one such point, and to the Missouri another, to which latter, settlement would follow so rapidly as to render the road a profitable investment at its cost, and leaving behind the sure and increasing means to continue the work through the poor lands. The committee can see no inducement to discontinue the work at any point or period; on the contrary, the object is at the end, and every consideration, circumstance, and interest, would force it on to completion. If commenced, the committee believe it could not stop; it would open a field for enterprise before unknown.

The many and important results which would flow from the accomplishment of this great work is so admirably and ably set forth and explained by the Hon. Mr. Breese, in the Senate report No. 466, 1st session 29th Congress, that your committee fully concur in and adopt the following extracts from said report:—

“The immediate effect of determining upon the construction of this railroad would be to create a desire to obtain lands in its vicinity, and the purchase and settlement of some would enhance the value of other tracts; but the more remote effects of the construction of the railroad will be to increase the demand and enhance the value of the public and other land in all parts of the country.

“The commencement of the road will concentrate a large force of working men, who will require ample supplies from the products of agriculture in that vicinity; but the completion of that road, and the establishment of the means of conveyance and transportation upon it, will open a new and extensive demand for the products of agriculture in all parts of the country. The varied productions which will then be required for use and commerce through this channel will require various soils and climates to produce them, such as are embraced within the extensive boundaries of the United States; so that the lands for growing sugar and cotton will be as much in demand as those for raising wheat and corn.

“It may be considered as an established axiom, that an active and increasing demand for agricultural products will direct public attention to the acquisition of land suitable for raising such products; and this fact leads to a consideration of the fifth point.

“5. As the encouragement and extension of the interest of agriculture depend upon the demand and consumption of its products, it is necessary to show that this demand will be increased by the completion of the proposed railroad. To do this requires nothing more than a simple inquiry into the wants of those countries whose trade and commerce will be invited and introduced into the heart of this country by the means of this railroad. It may be seen, from the statements of trade with China and Australia, that raw cotton is exported to those countries from the possessions of Great Britain, and in large quantities; that flour is exported from the United States to the British East Indies, to Mauritius, Australia, China, Chili, Peru, and to Asia and the South Seas generally; that tobacco is exported from the United States to the British possessions in Asia, to China, to Chili, and other countries on the Pacific. The transportation of these articles is effected

by a long and dangerous voyage, the equator having to be twice crossed, to the great injury of animal and vegetable substances, and is attended with much cost and difficulty; but when these difficulties shall have been removed, and the facilities that will be afforded by the contemplated railroad substituted, it is no more than reasonable to believe that the exportation of those articles, as well as many other products of the soil, will be increased to a very large extent, to the great advantage of the agricultural interest of the whole country.

"It may be considered as necessarily incident to the extension of agriculture, that manufactures are enlarged and diversified; the different interests in society are so intimately connected, that it may be deemed unnatural that any one should be greatly benefitted without the others sharing largely in their success. Several causes will immediately attend the completion of the road, to increase the demand for American manufactures on the shores of the Pacific, and to give them the preference over those of other countries; the principal of which will be the more moderate prices at which they may be afforded, by reason of the facilities of transportation—shortening the distance to one-third of its present length, avoiding the many dangers with which the usual voyages have been attended, thereby reducing the rates of insurance—availing of the advantages of the immense water power of the country, and of the abundance of the raw material, and of provisions for the operatives, which will be the unfailing consequence of the enlargement of agriculture. It may be seen, in the statements of the American and British trade to those countries bordering upon the Pacific, that the manufactures of woollen and cotton goods already form a large item in that trade; and together with manufactures of iron and other metals, have been increasing in demand for several years past, so that it requires no effort of the imagination to believe, what may be fairly deducible from the natural causes, confirmed by the experience of ages, that the utmost boundless extent of population with whom a direct and frequent intercourse will be maintained cannot fail to increase the demand for what they want and we can supply.

"The effect of the construction of this railroad in the development of the mineral resources of the country will be manifest, when it is considered how large an amount of iron and machinery will be required in the construction of the road, and for the numerous steam cars and steam vessels that will be required for the conveyance of passengers and transportation of merchandise upon this new route; and the requisitions upon the coal mines will be commensurate with the enlargement of the number of steam engines, while the demand for the finer metals will keep pace with the increased demand for the manufactures into which they may be wrought, if not also enlarged by a demand for the partially manufactured material for the supply of the ingenious Chinese artisans.

"The natural and artificial means of communication between the different parts of a country may be compared to the arteries and veins of the human system. The intercourse, social and commercial, may be assimilated to the vital fluid which courses in the veins, and sustains and invigorates our nature; the larger and more important channels of intercourse being represented by the arteries, and the lateral and less important channels by the smaller veins. This new channel of communication may appropriately be termed the great artery, since many smaller channels will intersect it, and other great arteries, such as the lake navigation and that of the Mississippi and Missouri Rivers, will be vitally connected with it. The natural means of communication in all parts of the country, but more especially in the western States, have been provided by a bountiful Creator, for cementing the interests and bonds of union among the people; and those natural means, connected and aided by artificial channels, might be considered of ample dimensions for the personal intercourse, and transportation of the products of the soil to those great marts of commerce upon the Atlantic seaboard and gulf coast, for the supply of home consumption, and those markets now existing upon the shores of the Atlantic. But the growing capacities of the western States, the boundless productions of their fertile soil, and the increasing numbers and indomitable energies of the people, all expanding in a progressive ratio scarcely to be realized, require a new outlet in a direction towards that quarter of the world

where the demand for the necessities of life is greater than the means of supply, and whose rich productions and commodities would be readily and profitably exchanged for such supplies. Agriculture, being thus extended and invigorated by a regulated demand for its products, would, in its turn, encourage and support domestic manufactures, and would foster, to a very large extent, the internal and external commerce of the country, and put in requisition every means of intercourse, both internal and external.

"The peculiarly exclusive policy heretofore prevailing with the Chinese people, the immense distance from the United States to that country by the ordinary voyages by sea, the dangers of those voyages, and the expenses attending their outfit and prosecution, have all combined to keep within comparatively narrow bounds the commerce with that country; and the two latter of these causes have operated against the commerce with the western coast of South America, and have also operated to throw the balance of trade against the United States—the imports from China for the year ending 30th June, 1845, being \$7,285,914, and the exports to that country for the same period being \$2,275,995, being a balance of \$5,009,919 against the United States; which, in all probability, was made good by the payment of specie, although such does not appear from the statistical tables of exports for that year—the amount of specie exported to China being stated at only \$158,860, the balance being probably obtained on the way by the exchange of American produce and manufactures with the countries on the west coast of South and North America, and by bills on London, as will be seen by the tables annexed. Notwithstanding all these disadvantages, it appears that the commerce with that country offers to individual enterprise inducements sufficiently strong to justify it in braving the dangers of the seas, and incurring the expenses and delays of tedious voyages; but when those dangers and disadvantages shall have been removed in so great a degree as they will be by the completion of this great national improvement, the natural and inevitable consequences will be not only a vast increase in the amount of trade, but a complete change in its character. The products of the American soil will be exchanged for the rich commodities of Asia; and when the millions of mouths shall have tasted American bread, the high destinies of this commerce will have been fixed, and will be firmly maintained, despite of all conflicting interests and powers. Secondary alone to this great supply of food to the consuming millions of China, will be the great staple of the south; and these two cannot fail to form the basis of the commerce with that empire, so that European capital will seek investment in those products of our soil and must necessarily use *our means* of transportation to China, or render those investments a ruinous operation. To go into the Chinese market with other commodities for exchange, would subject the European traders to great disadvantages. The British traders may, as they have in some years, transport millions of dollars in value of raw cotton from their East India possessions to China, and find sale for it; but when they shall be met by our planters of the south, in that market, with an abundant supply of a far superior article, they must recoil from competition, and be content to give way to American production. The balance of trade must then necessarily be in our favor; and the consequence must follow that the rich productions of Asia, and the precious metals of South America, will flow in an uninterrupted current into this country.

"The opening of the new port at the mouth of the Columbia River, in connection with the proposed railroad, must necessarily produce a complete revolution in the trade and commerce of the Pacific. The United States will present a new front to the old continent; and furnished, as she will be, with an immense storehouse of provisions and materials, minerals and manufactures, she will have abundant resources and ready means by which to drive away all competitors from those wide spread regions of commerce.

"It would be difficult to estimate the consequences that would result, from the construction of this great national highway, to the shipping interests of the country. It may be that the vessels which should then be engaged in the commerce and fisheries of the Pacific would discharge their cargoes at the new port—there refit, and either take in cargoes of merchandise for trade, or prepare for a fishing

voyage; so that these vessels would not find it necessary to double Cape Horn or the Cape of Good Hope, and each vessel could make three or four fishing voyages where they now make but one, and those vessels engaged in the East India trade might do the same. Should suitable timber be found in Oregon for the construction of vessels, (of which the committee understand there is an abundance,) those vessels intended to sail in the Pacific may be constructed upon its waters, and form as it were a separate marine establishment upon a strong and progressive basis, embracing an important auxiliary in that of the coasting trade and small fisheries. Under such regulations as government should not fail to make, the American shipping should be the carriers of the trade that would concentrate at their new port; should be the means of protecting American interests, and of maintaining the American honor; nor could other nations complain, while we should only follow their example in taking care of our shipping interest. The extension of our marine upon the Pacific must necessarily enlarge its dimensions upon the Atlantic. The American merchant would now be supplied with new commodities, which could not fail to be the means of a profitable trade upon the Atlantic borders to distribute to Europe. They could afford to deliver to the people of Europe the products of Asia at a lower rate than that which those people could import them in their own vessels. European capital would no doubt largely contribute to the extension of this *American system*, and if that foreign interest should do no more than employ our means of conveyance, (which they must necessarily do should our regulations be wise, or suffer great disadvantages,) then the American marine must, as a necessary consequence, be enlarged in all its proportions; and with this enlargement would its power also be felt and acknowledged.

"The opening of this highway across the American continent would attract the attention of the world; it would establish a short route to the riches and the marvels of the Indies; and a jaunt throughout this route would be so soon accomplished, and comparatively so free from danger, that the merchant and the traveller, and the curious from all quarters of the civilized world, would crowd the cars and the steamships employed upon it. This crowd must pass through the heart of our country, witness its improvements, the increase of our population, the activity, the genius, and the happiness of our people, and contemplate the wisdom and the advantages of those free institutions which shall have produced such glorious effects. It would certainly not be unreasonable to suppose that this intercourse would have an extensive influence upon the opinions and the feelings of the people of the civilized world in favor of free institutions; and upon the semi-barbarians who would be drawn by these facilities of intercourse from the other side of this line of communication the most salutary effects would also be produced. The principles of true liberty and of Christianity, as twin sisters, would present their engaging forms to the admiring stranger—first attracting his attention by their simplicity, and then engaging his affections by their virtues and intelligence.

"Last, though not least, would be the happy effects that would be produced by the opening of this great road of nations through the heart of our country. It would bring into active use all other means of communication throughout the country; it would give useful employment to the millions of our people in every branch and form of business. Agriculture, commerce, and manufactures would equally prosper, supporting each other, growing and to grow; imparting abundance, and infusing a spirit of happiness and peace; cementing the bonds of union, and placing them on a firm and imperishable basis, and thus rendering our national power supreme for all purposes of happiness, protection, and defence.

"Another powerful consideration in favor of the proposed road the committee will advert to. 'It is the probability of the occurrence, that as the Territory of Oregon, now so distant from us, fills up with an enterprising and industrious people from the several States, they will attract to them settlers from different parts of Europe, all wishing to share in the benefits of our free government, and claiming its protecting care, which cannot be enjoyed or bestowed in full measure, by reason of the difficulty of access by land and by water. A well grounded appre-

hension seems then to exist, that, unless some means like the one proposed, of rapid communication with that region, be devised and completed, that country, soon to become a State of vast proportions and of immense political importance, by reason of its position, its own wants, unattended to by this government, will be compelled to establish a separate government—a separate nation—with its cities, ports, and harbors, inviting all the nations of the earth to a free trade with them. From their position, they will control and monopolize the valuable fisheries of the Pacific, control the coast trade of Mexico, South America, and the Sandwich Islands, and other islands of the Pacific, of Japan, of China, and of India, and become our most dangerous rival in the commerce of the world. In the opinion of the committee, this road will bind these two great geographical sections indissolubly together, to their mutual advantage, and be the cement of a union which time will but render more durable, and make it the admiration of the world."

The committee are aware that many have been, and perhaps are, of opinion that the Missouri River may be used for a part of the route as a means of communication with the Pacific, and have appended a letter from Col. Stephen Long, marked No. 2, and a statement, marked No. 3, from Captain Joseph A. Sire, who, for 25 years, has been in the employ of Messrs. Chouteau & Co. as a master and navigator on the Missouri, whose statements are corroborated by P. Chouteau, Jr., Esq., of St. Louis, which dissipates all hope of making the river answer for such a purpose.

It has been objected that the route for the proposed road will be obstructed by snows and ice, on which point the committee adopt the views of, and information procured by Mr. Whitney:—

"As we go west from the great lakes, it is milder and less snow. In Wisconsin the snow seldom falls over a foot deep all winter, and this dry, not thawing and freezing. As we go into and through the mountains, the elevation, of course, increases the cold. The snow falls about Christmas, and remains on till May; its falls not frequent, and dry, with no rains to thaw it.

"Mr. Fitzpatrick, whose experience for years renders him the best authority, says that, 'at Fort Laramie there is very little snow, and rarely lays on the ground; has never seen a depth of more than 15 inches, and that very rare, and never remains more than one or two days; thence to the pass snow continues during the winter, about three months, depth 15 to 18 inches; thence to Greene River a decrease in depth, but remains longer than at the east side of the pass; from Green River to Bear River, crossing a range, about the same as at the pass; thence falling on the Bear River, it is rare that snow is found at any time; but descending the river northerly to Soda Springs, snow is again found one and a half to two feet deep; then, as you come to Fort Hall, no snow, and very little on to Louis's Fork, to an immense plain; from this plain we get into a branch of Salmon River, without crossing a divide, and no snow of consequence to the Blue Range, where snow is again found two feet deep; then there is no snow or winter to the ocean.'

"Mr. Ramsey Crooks, who spent a winter at Fort Laramie, confirms the statement of Mr. Fitzpatrick, as to that place.

"R. Campbell, Esq., a highly respectable and very intelligent merchant of St. Louis, spent three winters in succession, and a part of the fourth, in the mountains, from the pass to Fort Hall, and on to the head of Salmon River. He says, 'that one winter *only* the snow fell three feet deep; fall commences 1st to 4th November, (does not vary in time;) very little and melts off. At Christmas the heavy fall commences; (considers its regularity as to time remarkable;) the falls are not frequent, and are dry; remain till April; some winters but little snow, so that we could travel over most of the country. We found buffalo all winter, living on the grass under the snow, which they root up; our animals were sustained in same manner; there are three routes from the pass to Fort Hall—all good.'

"From these statements, from the most respectable sources, and from many others, it appears that we have nothing to fear from snows in the winter, and the route would not be impeded at all. The snows and winters are not so severe as in New York and New England, where delays are scarcely noticed, and much less than in a milder climate. I have witnessed more delays and difficulties between Baltimore and Washington and Richmond than in any of the northern States, because, where the winter is severe, the snow falls dry, and can be removed with machinery, when the rails remain clear until another fall, which is not so frequent as in milder climates, when frequent sleet and rain, freeze and thaw, cover the rails with ice, much more difficult to remove than the deepest snow.

"On the Baltimore and Ohio road, from Cumberland to Frostburgh, on a grade of

135 feet to the mile, a locomotive, cars, and all, passes up through drifts of snow eight and ten feet deep, without difficulty, leaving the rails clear.

"Having the most satisfactory accounts assuring us there is in the mountains but little rain, little and unfrequent snows, the snows very dry, and easily removed with machinery, we need not, therefore, fear or expect interruption at all."

The committee append, marked No. 4, a description of Japan, China, Polynesia, India, and all the important islands, with statistics setting forth the great advantages for an immense commerce with us, and across our continent to Europe, taken from the Senate's committee report. With Europe on the one side of us, and *all* Asia on the other, what a vast and boundless field of enterprise, wealth, and population is opened to us by the building of the proposed road.

On reference to the statement for distances and time by railroad and steamers, in the appendix No. 15, it will be seen the vast commerce and intercourse of the world now spread before, would be entirely dependent upon and tributary to, us.

The committee append No. 5, a letter from Mr. Whitney to J. D. B. De Bow, Esq., published in the Commercial Review, containing information relative to routes, distances, freights, &c., connected with this enterprise, and highly important and useful. On the necessary amount of freight to be charged upon the proposed road, the committee believe, must mainly depend its importance and advantages to the great agricultural basin of the Mississippi. With tolls so low as to enable the staple products to reach the vast markets of Asia, and leave a fair profit or reward with the producer, would be an advantage beyond the power of human calculation to estimate; but should, necessarily, high tolls exclude the staples, then its benefits might be limited, and the same would be the result for the commerce of Europe with Asia; sufficiently low tolls, with saving in time and other considerations, would force it over this route; but, with high tolls, that great object might not be gained. Now, the plan of this enterprise, if carried out, the committee believe, will accomplish the two great objects; whereas, should this plan not be adopted, and should it be possible hereafter to construct the road from an investment of capital, and which the committee think cannot be done, then the tolls would necessarily be so high as to defeat these great ends; but should the road be built on the plan proposed, the increased value of the lands, created by the work itself, would be the means for its accomplishment, and no investment of capital required, and no dividends to earn. Therefore, it is believed that half a cent per ton per mile would be a toll sufficient to produce means for repairs and operation, costing for one ton weight from the lake to the ocean \$10 only; whereas a road subject to earn tolls for dividends or interest on investment would be compelled to charge at least double, or say \$20 for one ton weight for same distance; but it would be difficult to estimate the amount of investment required for this work, requiring a length of time so great for its construction, with a constant accumulation of interest, before a return; that if the work can be accomplished on the plan proposed for the sum of \$60,600,000, it is but reasonable to suppose any other plan would require double that sum, and the tolls would be in proportion.

The committee understand that for ships, freight is estimated by measurement of 40 feet to the ton, and for railroads by weight. Young Hyson teas (the heaviest description comparing in weight and bulk with flour,) require two tons measurement for one ton weight. And seven dollars per ton measurement from China to Oregon would be a large freight compared with from this to Europe; and from Oregon to Lake Michigan, 2,000 miles, at half a cent per ton weight, would be for a half ton \$5; and stopping here, as would *all* required for the Mississippi valley, would be \$12 only, for one ton measurement; but if destined to an Atlantic city, 1,000 miles on a road earning dividends, at one cent per ton weight per mile, would be for half a ton \$5, or together from China \$17; requiring not over 40 days with sails across the Pacific, and from \$3 to \$8 less than by ship, the present route requiring 100 to 160 days; and a saving to Illinois and surrounding States of full \$18 per ton measurement, or \$36 per ton weight, with saving on insurance and other expenses.

Should the plan proposed be adopted and carried out, corn and flour, the great staples of that rich basin, in the production of which there can be no limit and no rival, the former, it is believed, can be taken from the lake to the Pacific for 25 cents per bushel, and the latter at \$1 per barrel; and the former might be taken to China for 15 cents more, together 40 cents; where, compared with other food, it would be worth always 65 to 75 cents, and sometimes \$1 and upwards, leaving to the producer 25 to 35 cents; whereas a road earning dividends would be compelled to charge 50 cents to the ocean, then to China 15, together 65, with nothing for the producer.

The committee believe there is no objection that is or can be urged to this great enterprise that has not been made to every novel undertaking of any magnitude in the history of the inventions and improvements of our country. When the first proposition was made for canals upon a large scale, such as the Erie Canal, when steam was first applied to the purposes of navigation, when railroads were first contemplated, and when the magnetic telegraph was first brought to the public consideration, doubts, impracticability, and ridicule, were cast upon all these; and not one of them, that was not as startling in its conception as the subject now before your committee. Yet we see how thoroughly their success has overcome every primary doubt and difficulty. The enterprise of Mr. Whitney differs from any of these only in extent, and presents no point of difficulty that may not be overcome by the skill, science, and labor within the reach of his command. And the committee believe, that different from all vast enterprises, this has been examined, investigated, and decided upon by the people of the nation almost by a unanimous voice. No subject within the knowledge of your committee has ever received expressions of public approbation so strong. Large and respectable public meetings have been held, when resolutions were unanimously adopted, declaring "it the only feasible plan for the accomplishment of this great work, and recommending its immediate adoption," at Pittsburgh, Cincinnati, Louisville, St. Louis, Terre Haute, Indianapolis, Dayton, and Columbus, (Ohio,) Wheeling, and Philadelphia. And resolutions have been adopted by the following State legislatures, declaring it "the only feasible plan, recommending its immediate adoption, and instructing and requesting their delegates in Congress to give it their prompt attention and support," and similar expressions.

By Indiana, said to be a unanimous vote.

" Illinois.

" New York, vote Senate, 1 nay—House, 13 nays.

" Connecticut, unanimous—both houses.

" Maine, Senate unanimous—House 3 nays.

" New Hampshire, Senate unanimous.

" Vermont, unanimous—both houses.

" Rhode Island, Senate unanimous—House 2 nays.

" Georgia, Senate 2 nays—House, large majority.

" Tennessee, unanimous—both houses.

" Alabama, Senate 6 nays—House 59 ayes, and 33 nays.

" Maryland, Senate unanimous—House, no opposition.

" New Jersey, unanimous—both houses.

" Ohio, Senate 8 nays—House unanimous.

" Kentucky, unanimous.

" Pennsylvania, Senate 1 nay—House 14 nays.

" Michigan Senate.

" Iowa, public meeting—the governor presiding, and most of the delegates present.

The committee are informed that the subject has been well investigated in many of the States; that regular committees have examined and reported upon it, and that Mr. Whitney has explained, in person, the project; therefore, your committee believe it to be almost the unanimous desire of the people that this plan may be adopted without delay, and your committee, viewing the subject in all its great and highly important bearings, concur in the opinions formed by the legislatures and people, and recommend its immediate adoption by Congress. The committee would further remark, as is represented by the memorial, (as appended,) that a few months' delay might, and probably would, defeat this great work forever. The lands on the lake are fast being disposed of, and when sold, there will be great, if not insurmountable, difficulties in the commencement of the work.

The committee, in conclusion, say, that the plan of a railroad to connect the Atlantic and Pacific Oceans, as proposed by Mr. Whitney, and approved by the committee, has received the approbation of the legislatures of the States of Maine, Vermont, Connecticut, New York, Pennsylvania, Ohio, Indiana, Illinois, Tennessee, and other States of the Union.

APPENDIX TO THE REPORT.

No. 1.

Memorial of Asa Whitney, praying that a portion of the public lands may be set apart and sold to him, to enable him, by sale and settlement thereof, to construct a railroad from Lake Michigan to the Pacific Ocean.

To the Senate and House of Representatives of the United States in Congress assembled:

Your memorialist begs respectfully to represent to your honorable body, that he presented a memorial to the last session of the 28th Congress praying that a tract of the public lands, sixty miles in width, from Lake Michigan to the Pacific Ocean, might be set apart and granted expressly to furnish means, by sale and settlement, to enable him and his associates to construct a railroad to connect with the above-named points.

Said memorial was referred to the Committee on Roads and Canals, and a unanimous report adopted "recommending the subject to the deliberate attention of Congress and the people, and the public lands as the only means for such a work, which should not be long delayed, as the lands were rapidly being taken up." Said memorial is now respectfully submitted.

During the summer of 1845 your memorialist, with a company of young men from different States, explored and examined a part of the proposed route. The object and result of said exploration were declared and expressed by your memorialist to the 29th Congress. His memorial was referred to the Committee on Public Lands in the Senate, Hon. Mr. Breese chairman. His able report was unanimously adopted by the committee, and, with a bill introduced and passed to a second reading, ordered to be printed; your memorialist begs to submit said report with his memorial to your honorable body.

Your memorialist, viewing the great importance of this great work to our whole country, has devoted his whole time and attention to it. He believes he has examined the subject in all its bearings, and made himself master of it, and fixed upon the only plan by which this work can ever be accomplished.

Your memorialist would now represent and explain the plan by which he proposes to carry out this great work. He prays that your honorable body will be pleased to set apart, and sell to him, sixty miles wide of the public lands (and an equivalent for any which may have been taken up) from Lake Michigan to the Pacific Ocean, for this especial purpose. He has explored and examined a part of the route, and from the lake onward, for 800 miles, the land is of the very best quality, but nearly 500 miles of this 800 without timber, and then no timber on to the Rocky Mountains.

That after this 800 miles, onward nearly to the ocean, the land is represented as very poor—too poor to sustain settlement; therefore the whole work is based upon the 800 miles of the first part, with the belief that the facilities which the road would create and give to settlement, intercourse and communication with markets, would render a part of the poor land useful and available.

Your memorialist does not ask your honorable body for the appropriation of one dollar in money, or even for a survey of the route. He proposes to make the surveys, commence the work, with machinery, preparations, and arrangements for its continuance, and complete ten miles of road, at his own expense; and when the ten miles is completed to the satisfaction of a commissioner, (appointed as your honorable body

shall direct,) and with his satisfaction that the work will be continued, then your memorialist would receive five miles, or one-half of the lands on the line of the ten miles of road completed, with which to reimburse himself. The other five miles, or half of the lands, to be held by the government, and so on for each and every ten miles for the eight hundred miles of good land, or so far as the one-half of the land set apart will furnish means to complete ten miles of road. Thus the road would be completed for the 800 or more miles, and in operation with one-half (the alternates five miles) settled with towns, villages, and cities, while the other half (or alternates) held by the government would be enhanced in value more than fourfold what *all* is now worth, and held or sold as the demand for actual settlement may require; but when sold, to be sold as Congress shall direct, and the proceeds held as a fund to continue and complete the road through the poor lands all to the ocean; and the road and machinery also held by the government as further security that the work will be continued and completed. Beyond the 800 miles of good lands, and through the poor lands, when each and every ten miles of road shall have been completed, and the entire ten miles by sixty of lands do not furnish means to reimburse for the actual outlay, then the fund which may have been accumulated from the reserved half of good lands, or the lands, shall be applied to this purpose; but in all cases, the ten miles of road must be completed to the satisfaction of the commissioner, before any lands, or money from lands sold, can be touched by your memorialist and associates.

When the road is so far advanced that security can be given to the government that it will be completed, then your memorialist shall pay to the government 16 cents per acre for all the lands set apart for this work; but the balance, with the fund from the half of the good lands, if any, after the road is completed, shall be held subject to keep the road in repair and operation while it may be considered as an experiment, and until by its earnings it can provide for itself; then the surplus land, and funds if any, with the road and machinery, shall belong to and be the property of your memorialist and his heirs and assigns, but leaving with Congress, if necessary, the power of prescribing the mode of sale for any surplus lands at public auction to the highest bidder, and leaving with Congress the power of fixing and regulating the tolls of said road forever after, sufficient only for repairs, operation, and necessary expenses; with power also to fix and regulate the transportation of United States mails, troops, munitions of war, &c., belonging to the government; thus making it a national road, still built and carried on purely as an individual enterprise, without any government, political, or party machinery or influence.

Your memorialist would further represent, that one mile by sixty wide would give 38,400 acres; and when the lands are good, one mile of land, at \$1 25 per acre, would furnish means sufficient only to build two miles of good road, (as this must be,) with heavy rail, with bridges and the necessary machinery; and having the double quantity of land on the first part is the sure and only guaranty to the people that the road will be completed, and without which it would be impossible and idle to attempt it.

Your memorialist would further represent, that the distance from the lake to the ocean, on a straight line, is but 1,780 miles; that from the lake to the pass in the mountains is 1,098 miles; and a road may be constructed on a straight line; but allow for detour 50 miles, is 1,148 miles; thence to the mouth of the Columbia River, or to Puget Sound, is 682 miles; but allow for detour 200 miles, is 882 miles—making the estimated distance from the lake to the ocean 2,030 miles.

It is estimated that it will cost, for a good road and turn-outs, \$20,000 per mile; for 2,030 miles.....	\$40,600,000
And as the road, except this side of the Missouri, cannot earn any income until all is completed, a further sum, for repairs, operation, and machinery, will be required of.....	20,000,000

Probable cost of the road when completed and ready for use...	\$60,600,000
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but it has been estimated much higher.

The 2,030 miles by 60 wide, which your memorialist has prayed for, for this work, would amount to 77,952,000 acres.

The 800 miles of good lands would give 30,720,000 acres; from which deduct waste land and usual expenses of sale, and allow the facilities of the road to enhance the value so as to average \$1 25 per acre, would yield \$32,832,000. Thence to the ocean 1,230 miles—47,232,000 acres—the greater part of which is represented as being too poor to sustain settlement; but allow the facilities which the road would undoubtedly

create, to cause it to average one-half of the present government price, (\$1 25 per acre,) and deduct expenses of sale, and we have \$27,044,000 more—making together \$59,879,000, or less than the estimated cost of the road. But your memorialist believes that, by connecting the sale and settlement of the lands with the building of the road, and the great advantages which the road would render to settlement, he will be enabled to realize the means for the full and complete accomplishment of the work; *but if the commencement is delayed even for a few months, the lands on the first part of the route (on which all depends) will be so far taken up as to defeat it forever.*

Your memorialist believes the lands which he has prayed for are of no value, (except for a small part of the first part of the route,) and believes it impossible for settlement to take place without the road first, as there are nearly 1,200 miles without timber, and no navigable streams to communicate with civilization, and no possible means to transport materials for buildings and fences; therefore settlement would be impossible, and the land of no use to man, or value to the nation; but by taking settlement and materials on with the road, connecting the two together, the hopes and expectations of your memorialist can be realized, but not otherwise. The estimates and calculations which he has presented to your honorable body is not to show the present or future value of the lands, but to show that he has full confidence in the effect which the road will produce on them.

Your memorialist believes that the nation at large will receive benefits far beyond any present or future value of the lands; and as it is a work so directly and decidedly national, that a price should be fixed for the lands—not at what the government are now selling the best at—not at what even it is proposed to reduce the price by graduation, but at the actual cost to the government—that though 16 cents per acre has been named as the price for your memorialist to pay for *all* the lands, he considers that price as too high, believing the government can never, in any other way or time, realize so large a sum, and believing the government should not speculate upon a work promising such vast and beneficial national results. Your memorialist, taking upon himself the entire risk and responsibility, should the enterprise fail, the government lose nothing, while he must lose all; he therefore feels that the price for the lands should be fixed at not above their actual cost to the government, and it cannot be expected that your memorialist and associates will pay out some 12½ millions of dollars for lands to build this road, without expecting a return for it; therefore, if the lands set apart do not furnish means to complete the road, and reimburse the 12½ millions, then so much more must be added to the tolls as will pay for the use of this investment; so the government and the people are interested in fixing the price to be paid for the lands at their actual cost.

Your memorialist believes that he has fixed upon the only route across our continent where such a road can be built, where the streams can be bridged, so as to make an uninterrupted intercourse from ocean to ocean; the only route where the wilderness lands can be made to produce the means for the work; the only route where so vast an extent of wilderness country can be opened to settlement, production, and communication with all the markets of the world, creating and producing the only means to increase and sustain commerce, as well as all other branches of industry; the only route where the climate would not destroy our animal and vegetable products, thereby closing to us forever the vast markets of Japan, China, and all Asia; the only route which would give all our Atlantic and gulf cities a fair opportunity to participate in all its vast benefits. It will be found, from actual calculation, that the starting point, on the lake or at the crossing of the Mississippi, is nearer to Charleston and Savannah by 50 miles, than to New York, and 250 miles nearer than Boston; and the Charleston and Georgia roads are *now* completed nearly to Tennessee, and will be the first from the Atlantic to reach this; that Mobile and New Orleans, by proposed railroad route, are nearer than New York by 311 miles, and nearer than Boston by 511 miles; Richmond and Baltimore 200 miles, and Philadelphia 100 miles nearer than New York; and there is no other route across our continent which would change the present route for the commerce of Europe with Asia.

A canal at Panama, Nicaragua, or Tehuantepec, has been mooted for nearly 200 years, surveys and explorations made; but all rests where it commenced, and will undoubtedly remain so. No one has examined and calculated to see if anything in distance could be gained, and your memorialist begs to present to your honorable body the actual distances from London to Asia, via the present sea voyage, and via a proposed canal, as well as via railroad to Oregon. His calculations are for a canal at

Panama, though Nicaragua and Tehuantepec are a few degrees north and west, would not increase or diminish the distances, but the navigation and access to which from Europe would be far more dangerous and difficult than Panama.

From London to Panama, 81° of longitude and 42° of latitude must be overcome, and which, in a straight line, would vary little from...	5,868 miles.
From Panama to Canton is 170° of longitude, measuring 60 miles to the degree, and is, on a line.....	10,200 "

Making from London to Canton on a line via any canal.....	16,068 "
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From Canton to England, via the Cape of Good Hope, in the season of the north-east monsoon, as follows:—

From Canton, through the China Sea, to the Equator is.....	1,320 miles.
From the Equator to Sunda Straits, to 12° south latitude.....	750 "
Through the region of the south-east trades to 27° south latitude and 50° east longitude.....	3,200 "
Thence to the Cape.....	1,560 "
From the Cape to London.....	6,900 "

Total.....	13,730 "
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Again: From Canton to England, via the Cape of Good Hope, in the season of the south-west monsoon—

From Canton to the Straits of Formosa.....	480 miles.
Thence to Pitt's Straits, passing near the Pelew Islands.....	1,300 "
Thence to Alla's Straits.....	1,200 "
Thence to 27° south latitude and 50° east longitude.....	3,900 "
Thence to the Cape.....	1,560 "
And thence to London.....	6,900 "

Total.....	15,240 "
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In the first instance, the route by canal would increase the distance between London and Canton 2,388 miles; and in the latter, 728 miles.

The distances both for a canal and for via the Cape, are calculated for a straight line from point to point; but, owing to trades and currents, a sail vessel could not make either voyage on a straight line, and the voyage from London to China is estimated at not less than 17,000 miles; and it would be increased in the same manner and proportion by the canal route.

From London to New York is 74° of longitude, at 45 miles to each..	3,330 miles.
Thence to Puget Sound, or Columbia River, via proposed railroad is..	2,963 "
Thence to Shanghae, in China, is 115° of longitude, at 47 miles each..	5,405 "

Making from London to China, via New York and via railroad	11,698 "
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For the railroad part of this route, the actual railroad distance is taken to the Mississippi; thence to the ocean 250 miles is allowed for detour. The sea part may be made by steam on a line, and a saving from London to China, over the canal route, of 4,370 miles on a straight line, and equal to more than 6,000 miles under influence of trades and currents, and for sail vessels, the distance being so great from point to point that steam could not be used, except at an enormous expense; and there would also be a saving of more than half in time.

Again: From England to Singapore, via the proposed canal, during the north-east monsoon—

From London through the canal at Panama.....	15,868 miles.
Thence to Singapore on a line, 180° longitude, at 60 miles each.....	10,800 "

Total.....	16,668 "
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From England to Singapore, via the Cape of Good Hope, north-east monsoon—

From England to the Cape.....	7,780 miles.
Thence past the Island of Amsterdam at St. Paul's to 105° east longitude, and between 39° and 30° south latitude.....	4,820 "
Thence to Anjier Point.....	1,740 "
And thence to Singapore.....	560 "

Total..... 14,880 "

or 2,318 miles against a canal.

From London to New York, as before.....	3,380 miles.
Thence to Puget Sound.....	2,963 "
Thence to Singapore, 182°, at 55 miles each.....	7,260 "

Total..... 13,553 "

or 3,115 miles less than straight lines by a proposed canal, and may be accomplished by steam, saving more than half the time. Again :—

From England to Valparaiso, via Cape Horn is.....	9,400 miles.
“ “ proposed canal.....	9,978 "

Difference..... 422 "

in favor of a canal, but would not change the route.

By reference to a globe, it will be seen that a vessel anywhere on the coast from Panama, bound to China, would gain more than 2,000 miles in distance by first proceeding to Oregon, and thence to China. For steam, this route is the only means of supply for fuel; and it will be seen that in crossing the globe within the tropics, the degree of longitude measures full 60 miles, while, on a course from a point at 30° on a line to 46°, latitude measures but 47 miles to the degree. Comment is unnecessary; but your memorialist begs to submit an article from *De Bow's Commercial Review* for October, fully explaining this subject of route. It was prepared with great care and labor, and your memorialist believes its statements and calculations of distances to be correct, and doubts not it will satisfy all who read it.

Your honorable body will see, from the map herewith submitted, that our continent is placed in the centre of the world; Europe, with 250,000,000 of population, on one side, and all Asia on the other side of us, with 700,000,000 of souls. The Atlantic, 3,000 miles across, separating us from Europe, while the calm Pacific rolls 5,000 miles between us and Asia, and no part over 25 days from us; and it will be seen that this proposed road will change the present route for all the vast commerce of all Europe with Asia, bring it across our continent, make it and the world tributary to us, and at the lowest tolls give us \$25,000,000 per annum for transit alone.

It would bind Oregon and the Pacific coast to us, and forever prevent the otherwise inevitable catastrophe of a separate nation growing up west, to rise at our decline, and control us and the world. It would open the vast markets of Japan, China, Polynesia, and all Asia to our agricultural, manufacturing, and all other products. It would open the wilderness to the husbandman, and take the products of the soil to all the markets of the world. It would make available and bring into market lands now too remote from civilization, and add millions of wealth to the nation. The labor of the now destitute emigrant would grade the road, and purchase him a home, where comfort and plenty would surround all. Man's labor would receive its proper reward, and elevate him from inducement to vice and crime. It would unite and bind us together as one family, and the whole world as one nation, giving us the control over all, and making *all* tributary to us.

Your memorialist would further represent to your honorable body that his memorial and plan, presented to the 28th Congress, was the first matured plan ever presented to Congress, or to the world, for a railroad to connect the Atlantic with the Pacific, across our continent; that in his memorial to the 29th Congress, the origin of that plan is dated back to 1830; that your memorialist, in urging this plan, embraced all others, by declaring "the work could not be done by government; could not be done by States not yet formed, and could not be done by individual enterprise; because no man would invest money in a work which could not produce any income during his life time;" therefore your memorialist believes there can be no plan for this work of which his is not the origin and foundation. His plan has now been before the public

more than three years, and the expression throughout the country is universally in its favor; and the press has, almost without exception, urged its adoption; and the Legislatures of 17 States, by almost unanimous votes, have passed resolutions approving and declaring it "the only feasible plan by which this great work can be accomplished;" recommending its adoption by your honorable body, and instructing and requesting their delegates "to give it their prompt attention and support."

Your memorialist would further represent that he has devoted exclusively more than three years in this country, and nearly two years in Asia, to this great subject; that he can commence the work without any delay, and is fully satisfied that he can carry it out to its full and perfect completion on the plan he has proposed; but any material alteration would defeat the whole. He therefore prays that your honorable body will take this great subject into early and deliberate consideration and action; and, as in duty bound, will ever pray.

ASA WHITNEY, *of New York.*

WASHINGTON, D. C., *March 17, 1848.*

No. 2.

LOUISVILLE, *April 15, 1846.*

SIR:—Your letter of the 6th instant, accompanied by a printed copy of your memorial to Congress on the subject of a railroad to Oregon, was received by the last mail. With my thanks for your kind remembrance of me, and in answer to your request, I take pleasure in giving a few items of information respecting the navigation of the Missouri, that have come within the scope of my observation and experience.

I was the first to navigate that river with a steamboat, from Chariton to the Council Bluffs. The draught of my boat (the *Western Engineer*) was three feet. The voyage was performed in the latter part of the summer of 1819. It was with great difficulty, in many places, that I could find channels across the numerous sand bars deep enough for the passage of the boat.

In October of the same year, I descended in a canoe from Engineer Cantonment, near Council Bluffs, to the mouth of the Missouri; the water being at a lower stage than before, and the depths in the channels across the bars not exceeding thirty inches.

Three steamers beside the *Western Engineer* attempted to ascend the river in the same year, but failed for want of a sufficient depth of water in the channels across the bars.

Within the last three years snag boats, under my direction, have been employed in removing snags and other obstructions in the Missouri, from its mouth to Weston, whenever the condition of the river and state of the weather would permit. These boats, which draw two to five feet, have been more or less impeded in their operations by shoals, in every low water season. In the summer of 1844, they were *bar-bound* for some weeks; in that of 1845, the river continued too low, during almost the whole of the summer, to admit any operations on the snags, &c., even with a boat drawing three feet. The prevailing depth across the bars was limited to about thirty inches during the low water season.

The spring and summer floods of the Missouri usually prevail from the middle of March to the middle of July, during which the river is navigable from its mouth to the Council Bluffs, (and I know not how much further,) for boats of ordinary draft and burden; the period for steam navigation, with such boats, being about four months annually.

As you intimate in your memorial, the navigation of the Missouri is greatly obstructed by forests of prostrated timber converted into snags, sawyers, planters, &c., and is seriously incommoded by the frequent changes that take place, by which the channels are removed from place to place, sometimes shifting from one side to the other of the river.

The character of the river is such, that no permanent improvement in its navigation can ever be realized. All that can be done in this way, is simply to remove obstructions whenever they present themselves.

I remain, dear sir, very respectfully, your most obedient servant,

S. H. LONG.

A. WHITNEY, Esq., *Washington, D. C.*

No. 3.

NEW YORK, January 5, 1848.

DEAR SIR:—The following statement, relative to the Missouri and navigation of that stream, was given to me by Captain Joseph A. Sire a year ago, while he was in the employment of your house, commanding one of your steamers on the Missouri. If Captain Sire's statement corresponds with your own knowledge of that river, I shall feel much obliged if you will certify and return it to me, that I may use it if necessary before a committee in Congress.

Most respectfully, your obedient servant,

A. WHITNEY.

TO PIERRE CHOUTEAU, Jr., Esq.

Captain Joseph A. Sire says he has been in the employment of Messrs. Chouteau & Co., and navigated boats on the Missouri River for 25 years; that, from St. Louis to Council Bluffs, there is high water generally for three months in the year, during which a steamboat, 250 tons burden, might be taken up in nine or ten days, distance by water 700 miles, but on a line by land not over 330 miles. For this three months, there is an average of six feet of water. This navigation might be somewhat improved only for the time being by the removal of snags, but no permanent improvement could be made, owing to the constant changes of the channel or course of the river, the bed of which and bottom lands, from bluff to bluff, are entirely of "quicksand." During this three months of good or best navigation, the cost of transportation is one dollar for one hundred pounds weight.

From St. Louis to Council Bluffs, (which is near the mouth of Platte River,) the river is always closed with ice for four months of the year, and the ice becomes immensely thick—as thick as five feet. For the remaining five months of the year the water is low, varying from thirty inches to four feet; for three months, a steamer might take up 75 tons freight, but for the two months lowest stage, not over 40 tons, and then sometimes obliged to discharge and leave a part half way and return for it. During the five months of low water, it requires fifteen days from St. Louis to Council Bluffs, and the cost of transportation \$2 50 per hundred pounds. The navigation down the river from Council Bluffs, though sometimes more rapid, is more dangerous and destructive to steamboats. A good boat in this business will not last longer than three years. This river is such that it cannot be depended on, nor can it be made a slack water navigation—dams could not be erected to stand; the current rapid, and bed and bottom all quicksand. Were the obstructions removed from one place, it would be but the means of filling up another—making another bar.

For 250 miles above Council Bluffs to near the Big Sioux River, the river is narrower and the navigation better than for the 150 miles below; thence to the Yellow Stone the navigation becomes extremely difficult on account of the width of the river being spread over more surface.

The high water for this part of the river continues for about two months, and even then it cannot be depended upon for over four and a half feet. This season commences about the middle or latter part of May. At this stage, even, with the nature of the bottoms and rapidity of the stream, new channels and new bars are constantly being formed, and it cannot be depended upon. During this high stage, he has taken to Fort Pierre 150 tons of freight, but not without great difficulty; thence to the Yellow Stone, he has taken during same period 50 tons. During the high water, the current is very rapid, and would require from St. Louis to the Yellow Stone from forty-five to fifty days, and would cost for transportation \$8 for 100 pounds. At low water the river cannot be navigated, as there is not over two feet. Between the high and low water the passage may be made in thirty-five to forty days, because the current is not so rapid, and about 50 tons of freight might be taken up at a cost of from \$5 to \$6 per hundred pounds. From the middle of July the water falls till it comes to the lowest point, and cannot be depended upon for more than the two months.

The river rises only from the snow in the mountains; there is never much rain. The greatest rise above Council Bluffs is not over fifteen feet, which is considered a great rise.

There is but little timber above the Jacques River. On to Grand River, where we come to a better country, the timber is cotton wood; and there is but little drift or snags above the Big Sioux.

This river can never be made a general communication for an important commerce, nor could any part of it be depended on as a ferry for such commerce, being from St. Louis closed with ice four to five months each year, and the water from four to five months more not over thirty inches to four feet.

New YORK, *January 6*, 1848.

The above statement of Captain Sire is correct.

P. CHOUTEAU, Jr.

No. 4.

Your committee will now exhibit a brief statement of the geographical and commercial (external and internal) position, advantages, and resources of Asia, for an extensive commerce with us across the Pacific to the terminus of the proposed railroad on the shores of that sea.

After leaving the Russian possessions, so near to our west coast, (the commerce of which will not be without its advantages,) we come to Manchuria, or Manchoo Tartary, a part of the Chinese empire. This is approached through the sea of Okhotsk, by the mouth of the great river Saghalin, in north latitude about 53°, and east longitude 141°, just above the island of Japan. This river, perhaps as large as any in the world, and said to be navigable for an immense distance, rises in the Mongol territory, passes into and through a part of Russia, and along its windings must measure more than 4,000 miles, and, with its tributaries, drains 900,000 square miles; one of its branches passes near the great wall of China, and is a source of communication with the great capital, Pekin. This immense river appears to be the only source of intercourse or of commercial communication for the vast territory which it drains.

The number of the inhabitants of this extensive region is unknown, but supposed to be estimated with the population of China. The people of the northern provinces are nomadic, but agriculture is common in the south. Their capacity for commerce is not known; but as traffic is the inherent propensity of man, it being his disposition ever to exchange what he has for something different, and from our own experience with the aborigines of our country, we may conclude that, with a communication opened with them from our shores to their great river, in time, our commerce with them may extend to no inconsiderable amount.

We see that this vast region slopes to us, and their great river, the only channel of commerce, points to us, and distant from the Columbia only 4,200 miles; the present sea voyage from New York or London 20,000 miles, requiring seven months in which to perform it. We come next to the islands of Japan, reaching from north latitude about 50° down to 30°, and between the 128° and 151° east longitude. As to its population, McCulloch says, no estimate yet put forth has the slightest pretension to accuracy. The most moderate, however, fixes it at rather more than 50,000,000. They exclude foreigners, and have no foreign commerce, except the yearly visits of two Dutch vessels and ten Chinese junks. They are said to be industrious, and very ingenious. They produce silks and teas, and a great variety of rich manufactures. Some specimens of their manufactures, as well as printing, have been exhibited, quite equalling that of the French in taste and execution. Their island is rich in minerals, particularly copper, which is so abundant as to admit of extensive exports, and is the principal article of the Dutch trade; also sulphur, tin, gold, and silver, and some lead, but iron is not abundant.

The time is not far distant, after the completion of the proposed railroad, the committee believe, when an exchange of commodities must take place with this numerous people to an immense amount. No one can doubt their ability for an extensive commerce. Their distance from all the commercial nations of the earth is undoubtedly the principal cause of their isolation. They could give us their teas, their silks, their gold and silver, and their many and various manufactures, for our cotton, our tobacco, our flour, our Indian corn, our cotton and wool manufactures, our iron, our steel, our leather and hides, (of which, when they commence the use, the consumption will be immense, and ours will be the only source of supply,) as well as numerous other products. They are from the Columbia, or San Francisco, but 3,400 miles, the greatest distance, and shortest from the Columbia River 2,900 miles.

We have now approached the vast empire of China, situated between 20° and 56° north latitude, and between 70° and 140° east longitude from Greenwich; population,

as per official reports in 1818, 867,000,000, upon an area of 3,010,400 square miles, embracing Tartary. But Lord Macartney says, in the account of his embassy, that China proper contains an area of 1,298,000 square miles; population of which in 1818, by official report, was 860,279,897. The committee believe it may not be uninteresting to notice here somewhat particularly the different provinces of this vast empire which border upon the ocean, and open their riches to our acquisition; and first in order on the north is the Pe-chi-li, its capital the great city and capital of the empire, Pekin, with a population estimated at 1,300,000 to 3,000,000 between latitude 35° and 42° north; its population 16,702,763, upon an area of 58,949 square miles; or, according to Gutzlaff, 59,700—population 27,990,871. This province appears to be almost a barren sand, and the inhabitants mostly depended upon the southern provinces and Mongolia. The great canal runs entirely through it; and the Piao-ho, which empties into the gulf of Pe-chi-li, (crossed by the canal,) is navigable for vessels of considerable burden for forty miles, and for flat boats to within twelve or twenty miles of the great capital.

The great city of Tien-tsin, about sixty miles from the sea, is the port of Pekin, and supplies the capital with two great necessities of life, *grain* and *salt*. Mr. Gutzlaff says, "that more than 500 junks arrive here annually by sea from the south; but by far the greater part of the trade, and all the grain junks, come inland by the canal. As the country here yields few productions, and Pekin consumes immense quantities of stores, the imports are of course very large." Sysee silver is mentioned as being particularly plentiful, and in fact the chief article of export. He says: "I was quite surprised to see so much Sysee silver in circulation. The quantity of it was so great that there seemed no difficulty in collecting thousands of taels at the shortest notice. A regular trade in silver is carried on by a great many individuals."—(Sketches of China, by J. F. Davis, volume 2, page 215.)

2d. The next in order is the Shan-tung province, the native country of Confucius, lying south and east of Pe-chi-li. Its coast has rocky promontories and fertile valleys, but the overgrown population (28,958,760 upon 56,800 square miles) exhausts the soil. The principal emporia are Ting-choo-foo and Kan-choo-foo. Extreme poverty forces great numbers from their native soil. They go in quest of a livelihood to Leaou-tung, and other places, and furnish from thence their poor relatives with the necessities of life. The grand canal, or Yan-ho, runs through a part of this province, and is navigated by innumerable small craft. All the grain junks which bring the tribute or tax of the provinces to the capital have to pass through it on their way to Pekin. The capital is Tee-man-foo. The coal mines of this province are said to be valuable, and supply the empire.

3d. We now come to the provinces of Keang-soo and Gan-hwuy, or Kiang-nan, directly south of the last, with 72,011,560 inhabitants, upon a superficies of 81,500 square miles. It is an exceedingly fertile, and, perhaps, the most populous district in China. It contains Nankin, the ancient capital, and the celebrated Soo-choo, and other very large cities. The land towards the sea is a continued plain, and contains many thousand villages and cities. The inhabitants possess both skill and industry, and are celebrated for their literary talents, as well as for their rich manufactures of silks, &c. Nankin is probably the most celebrated as a manufacturing town of any in the world. The great river Hoang-ho crosses the upper part of this province, and empties into the sea at 84° north latitude. The mighty Yang-tse-keang flows through the whole extent of this province, and empties into the sea in north latitude about 81°. There are other navigable streams which pass through the province and empty into the sea; and the great canal passes its entire length, centering in this province all the commerce of this vast empire; for everything from the south and west must pass here on its way to and from Pekin; and in this province, just to the north of the island Tsoung-ming, and at the mouth of the mighty Yan-tse-keang is the great city of Shanghai, open to foreign commerce, and must in time be the largest and most important emporium of all Asia. Mr. Gutzlaff says, "more than a thousand junks were anchored in the river."

4th. The province of Honan, lying inland, west by north of the last mentioned, with 62,000 square miles, and 23,037,171 inhabitants, is considered to be the first tract of land which was inhabited by the Chinese. A greater part of the country is a plain, which, towards the west, swells into mountains. The capital is Kai-fung-foo, a large city, with a very industrious population. The great Hoang-ho flows through the entire province, and is navigable the whole distance.

5th. Advancing south on the coast, we come to Chi-kiang province, the land of silks

and green teas. It contains 26,256,784 inhabitants, on a superficies of 57,200 square miles. It is thickly populated, and its citizens are perhaps the finest and most polished in the empire. The Island of Chusan is directly in its front. Ningpo, the port open to foreign commerce, almost directly opposite to Chusan, is an emporium of first rank, and has a good harbor. Hang-choo, its capital, situated about 100 miles nearly west of Chusan, bordering an estuary of the sea, is the most celebrated city in China, next to Peking, and the seat of vast industry, population, wealth, and luxury. This province is the very centre of the silk manufactures and of tea cultivation. Chusan is called "Tea Island." Amongst the Chusan group are excellent harbors, sheltered against all winds. The great canal commences in and passes through a part of this province. A canal also passes from the terminus of the great canal here, and joins the Yang-tse-keang branch, forming the canal which communicates between Canton and Peking.

6th. Next in order is the Fuh-kien province, situated directly south; with 14,777,410 inhabitants, on 57,150 square miles. The Island of Formosa is directly opposite, and under its jurisdiction. The southern part does not afford a sufficient supply of grain for the consumption of its inhabitants, the soil being barren. The northern districts are more fertile, and produce an abundance of tea. This is particularly the black tea district. No part of the Chinese coast has more good harbors, and no where in China is so brisk a trade carried on. The inhabitants are very enterprising, and emigrate in great numbers to the southern regions of Asia. They are decidedly a commercial people. Amoy, the principal emporium, and open to foreign commerce, is the residence of numerous merchants, owning more than 300 large junks, with which they carry on trade with the other ports of China, and with the Malay Archipelago. Amoy is in north latitude $25\frac{1}{2}^{\circ}$. Foo-chow-foo is the capital of the province, in north latitude about $26\frac{1}{2}^{\circ}$, on the river Min, which is navigable for large ships to within ten miles of the city, the great emporium for the black tea trade. The large river on which the town is built communicates with the districts where the teas are grown and manufactured, affording every facility for its safe transportation. The Island of Formosa, directly opposite, is said to have made great advances in trade; it is one of the most fertile islands in the world, producing large quantities of sugar, rice, camphor, &c., and said to be rich in minerals and coals of good quality, in abundance.

This and the Chi-kiang province produce the great staples of teas and silks, and Mr. Gutzlaff says, (which has been found to be true since the ports were opened,) that "they are much cheaper here than at Canton."

Teas and silks from these two provinces, as well as all other products and all articles of commerce, are taken by canal to a branch of the Yang-tse-keang, in the north of the Kiang-si province, which heads in the Melin Mountains, in latitude 25° north, and longitude east 114° , which stream is used as a canal; thence over the Melin Pass, 35 miles, on men's shoulders, no animals being used; thence on the Canton River, to Canton. Thus has all the commerce from and to Canton and Peking, and from and to Canton with the provinces, for years been drawing over shoals, and sand bars, and high mountains, with great difficulties, involving an expense estimated at not less than 25 shillings sterling for every picul of 133 lbs., equal to \$4 17 per hundred pounds. With all this heavy expense and great inconvenience, still there has, as yet, been but little trade diverted from Canton; owing partly to the fact that Canton and Hong Kong are nearer and more convenient to India and the opium trade, and on account of the monsoons, which blow up and down this coast six months each way, rendering it almost impossible for a sail vessel, and very difficult for a steam vessel, to make head against it; while a vessel sailing from or to San Francisco, or the Columbia River, would have the wind favorable—that is, what the sailors term "on the wind," and most desirable. The object the English have had in view, or one of them, was to concentrate all the commerce of China at Hong Kong, and with the immense power, influence, and capital in India, thus to control it. The opening of the northern ports, though they fought for it, has operated against the policy they hoped to establish; so much, that they would now willingly have the northern ports closed against them, unless they can retain Chusan; hence the business is carried on through its old channels.

This enormous expense of transportation on the teas alone exported to England and the United States, at the above estimate, amounts to the immense sum of \$3,336,000 annually. These two provinces are directly on the sea; but the commerce of teas is prohibited by water for the Chinese themselves.

7th. Kiang-si is directly west of the two last provinces; it has a fertile soil and an overflowing population. Its extent is 27,000 square miles, with 30,426,999 inhabitants; it has some large cities. The mighty Yang-tse-keang crosses its northern frontier, and the southern branch extends through its entire length, north and south, to the Melin Mountains and *pass*, forming the canal to and from Canton.

8th. Directly west of the last mentioned province is the province of Hou-quang-now, Hoo-pih, and Hoonan; population 36,022,605, upon a superficies of 168,300 square miles. The fertility of this province is highly extolled by the Chinese, but it does not produce anything beyond a supply for its inhabitants. It also has some large cities. The Yang-tse-keang passes entirely through this province, with many windings as well as tributaries, and many extensive lakes—all navigable.

9th. Proceeding south, we pass the Melin Mountains to the province of Quang-tong, fronting the China Sea: it has 97,100 square miles, with 19,170,030 inhabitants. The principal city of this province is Canton, one of the greatest emporia of all Asia, and, till the peace of 1842, the only place legally open to foreigners in the Chinese empire. Its population is estimated at 1,000,000; the inhabitants are industrious and skillful, and well imitate European manufactures. It is situated about 75 miles inland from the sea, on the Choo-keang (Pearl) River, which has its source in the Melin Pass, and is used as the only commercial channel with all the northern and north-western provinces.

The entire foreign commerce of the empire, until 1843, has been carried on in this city. McCulloch, in speaking of Canton, (Com. Dic., article "Canton,") says, "the British trade with China has progressively and rapidly increased since 1700; and the great mass of the foreign commerce (which, inclusive of that of the junks, is estimated at \$80,000,000 yearly) is carried on by the English and Americans."

10th. The next province of note is Kwang-si, situated directly west of the last, and communicating by means of a large navigable river, which heads in the extreme west, and navigable through the entire province. This province contains a population of 7,313,895, upon 87,800 square miles; it produces an abundance of grain, and the mountains are said to be rich in ore, and even gold is found; but the policy of the Chinese government does not allow the working of mines (which are said to be numerous and rich in many parts of the empire) on a large scale, for fear of withdrawing the attention of the people from the cultivation of the soil.

The committee would state that the above embraces only the provinces directly on the coast, or directly communicating with it by navigable rivers and canals, with an aggregate population of 274,667,977, with ability for commerce to an unlimited amount. The provinces west communicate with these by rivers and canals, and contribute to its importance.

This vast empire is drained by immense rivers, some far exceeding our great Mississippi and Missouri. The Saghalin, on the north, has been mentioned; the Pi-ho, communicating with the great city, Peking, and emptying into the Gulf of Pi-chi-li; the great Whoang-ho (Yellow River) takes its rise in the Mongol district of Kokona, passing through several territories, then entirely through the empire, where, after crossing the great canal, it empties into the Yellow Sea in latitude about 34° north, and estimated to be more than 2,000 miles long.

We next come to the mighty Yang-tse-keang, (son of the sea;) its source is in the Pe-lin Mountains, in Thibet. After an immense distance in a southerly direction, it enters the Chinese empire in north latitude about 28°; then it winds its way through the richest part of China and the most numerous population of any part of the globe, crossing the vast empire, and after having accommodated, by its tributaries, its lakes, its vast and numerous windings, its intersections by

canals, almost the entire empire, and after drawing together on the great canal at Ching-kyang-foo, the vast productions, commerce, and resources of the greater part of this vast empire, gently rolls itself into the ocean in north latitude about 31°, just in front of the great city of Shanghai, the port open for foreign commerce, being in length more than 4,000 miles, and navigable even into Thibet.

South of the Melin Mountains we find one large river draining the two southern provinces, connecting with Canton and the ocean; and a river forming the channel of commerce and intercourse north, from Canton to the Melin Pass.

Thus it will be seen that this vast empire slopes to the ocean and to us, with its whole territory intersected by canals and navigable streams, all uniting with, or tributary to, the mighty Yang-tse-keang and Whoang-ho, wafting their rich freights into the great canal, convenient to the great city of Shanghai, distant from the Columbia or San Francisco 5,400 miles, and ready for an exchange for our numerous products and commodities. The present sea voyage is over 18,000 miles, and requiring nearly six months in which to perform it.

The committee would also remark, that these immense rivers and canals, linked all together, rendering inland communication so exceedingly easy, and pouring the entire fountain of production of the entire empire into the ports with which we can so easily communicate, appear as if the arrangement was intended for our special benefit by a Divine Providence.

The population being from the imperial census, and taken for taxation, is supposed, by those best informed, to be under, rather than over the actual number, and it is also believed that a considerable increase has taken place since that date, and that the entire population of China is not now less than 450 to 500,000,000, of the most temperate, orderly, frugal, intelligent, and industrious, of any people on the globe; not one of whom, arrived at man's estate, but can read and write. They use no machinery, even for manufacturing; still, with all the soil occupied, they do not produce from it enough to sustain life, and famine often ensues a short drought. Their foreign commerce, carried on by themselves, is small, and confined to Japan, Manilla, Java, Borneo, and Singapore. Their productions for export are teas, in which they have no competitor, raw silk, and manufactured silks, which may be extended to an unlimited amount. With a little attention, they can compete successfully with any nation, except, perhaps, in articles of taste, purely in blending colors. Plain silk goods they can make cheaper than any other nation; but our tariff of 1842, imposing a specific per pound duty, entirely excluded their silks.

They are very ingenious and expert, and manufacture almost anything in good taste. Some of their goods are richer than those of similar fabric in any other country. They produce drugs, camphor, rhubarb, &c., &c., for all the world, and can produce any quantity of sugar, and probably cheaper than any other country, for labor is nowhere so cheap, or more bountifully applied; and they can produce numerous other articles both desirable and useful, which are now excluded from their exports by the expense unavoidably attendant upon a commerce so far off. Their imports consist of manufactured cotton and woollen goods, some iron and steel, and a variety of other goods from England; and from Bombay, Calcutta, and Madras, 300 to 400,000 bales of cotton annually, and from 13 to \$20,000,000 in opium, and some rice. From the Dutch islands they import a large amount of rice, an account of which is not found in any statistics. Waterson's Cyclopaedia, page 152, says: "The quantity of rice imported into China in 1834, in British vessels, was 15,406, and in American 7,412 tons: total 22,818 tons." They also import products of the sea and islands, such as birds' nests, biche-de-mer, fish maws, sharks' fins, sandal wood, putchuck, ratans, pepper, and a great variety of articles. From us they take some raw cotton, and hereafter it is probable they will take a large amount. They now use it for wadding their clothing. It is better than the Indian cotton, and we can produce it cheaper; but, in the manner in which we gin it, the fibres are bent or broken; and as they have no machinery, they cannot straighten or use it for spinning. A way will yet be found, no doubt, to accomplish this object, when it is not unreasonable to suppose they will take 300 to 500,000 bales annually; and more, if we take their products in exchange. They

take our cotton goods, drills, and sheetings, to a large amount. No nation can compete with us in these goods, and they, the former particularly, may be considered as staple as rice. They take our lead and copper, our ginseng, furs, and our flour, and if we could send to them short of the long voyage twice across the equator, (almost sure to destroy all produce, animal or vegetable,) they would take our Indian corn in any quantity, our rice, our tobacco, our pork, beef, hams, and lard. All foreigners, now there, depend upon us for these articles, as well as butter and cheese; both of which, your committee are informed, being sold frequently at \$1 per pound. It appears that in 1838 they commenced taking leather and hides from Russia: the amount more than doubled in four years. As they keep but few animals, they cannot supply themselves with leather; and this is no doubt the cause why it has not been in general use; but should its use increase as it has commenced, the demand will soon become very great, and to us alone must they look for a supply.

The committee have mentioned a few leading important articles; but should we succeed in opening a direct way whereby a free, frequent, and cheap exchange could take place, they fully believe the variety on each side would be endless, and the amount without limit; and we should have an advantage over the present sea voyage, or any other route or channel, which would be incalculable, and will all pass, both ways, in north latitude from above 30° to above 40°, so that teas and other products, our Indian corn, flour, beef, pork, hams, butter, cheese, &c., &c., will escape the great danger of injury and destruction from the long sea voyage around the Cape, or any route twice across the equator.

It is known that the Chinese are not a maritime people, and probably never will be so, from custom and want of materials for building ships; therefore the more important is the commerce to us, as we should be carriers both ways. We now have all this within our grasp, to be secured to us forever by this iron road, as the committee fully believe.

Starting again from our coast, and taking a more southern direction, we first come to the Sandwich Islands, properly called the West Indies of the Pacific, in north latitude 20°, west longitude 156°, distant from our coast 2,160 miles. This group of islands has become important as a commercial station in that vast ocean. The population in 1836 was 108,000; imports, \$475,000; exports, \$460,000; it is said to be very fertile, and produces sugar cane of better quality than any other part of the world, and some advance has been made in the manufacture of sugar. The population has made great advances in civilization. In 1831, there belonged to the island 14 vessels, of 2,630 tons, of which four brigs and seven schooners belonged to the natives.

We next come to the many islands of the Pacific, called Polynesia; their supposed aggregate population 1,500,000. Much has been said of these many islands, their richness of soil, capacity for tropical productions, products of the sea, &c., &c.; but commerce is to develop their resources, as also to civilize the inhabitants, as it has with the Sandwich Islands. To us they will be important, and by our commerce and intercourse must they be brought to light and life.

We now come on the south of the equator to the island of Papua, or New Guinea, situate between the equator and south latitude 9°, and between 120° and 150° west longitude, with the Pacific Ocean on the north and east; number of inhabitants supposed 500,000; area, 305,540 square miles. The inhabitants are supposed to practise gardening in the interior, as they supply the inhabitants of the coast with food, in exchange for axes, knives, and other coarse cutlery, which are purchased from the Malays and Chinese; also, from the latter, blue and red cloths. In exchange the Chinese take missory bark, slaves, ambergris, biche-de-mer, tortoise shell, pearls, birds' nests, birds of paradise, and many other articles. This island is distant from our continent 5,340 miles.

We now come to Australia, a continent, as it is called, lying between 10° 39' and 39° 11' south latitude, and extending from 113° to 53° 16' east longitude. Its form is compact; its average length estimated at 1,750 miles; its coast line 7,750 miles, and its area estimated at about 3,000,000 square miles; population, colonial, 160,000; natives, 63,000. The aggregate population of the adjoining is-

lands with it, is estimated at about 1,000,000. It is an English possession, and becoming important; probably capable of sustaining an immense population; distant from our continent 6,000 miles, and directly on the route from Oregon to India. Coal is said to be abundant in immense fields, and in strata more horizontal than in the old world, and not far below the surface. Near the equator, in latitude 2° north to 6° south, and from 119° to 125° east longitude, is the island of Celebes; area 75,000 square miles; population between 2 and 3,000,000. This is a Dutch possession, producing a large quantity of rice, which is principally sold to the Chinese.

We now come to numerous rich islands. Java, south of the equator, latitude between 6° and 9° , and 105° and 115° east longitude; in length 600 miles; breadth, 40 to 130; area, 45,700; population, 5 to 6,000,000. This is a Dutch possession, immensely rich in its products for exports of coffee, sugar, indigo, &c., &c., amounting annually to over \$30,000,000, and mostly to Holland. It is distant from our continent 6,920 miles.

Then Sumatra presents itself, divided by the equator, and between 6° north and 4° south latitude, and 96° and 106° east longitude; 1,050 miles long; area, 122,000 square miles; population, 2,000,000; very rich in products, yielding annually 30,000,000 lbs. of pepper, and various other articles of profitable commerce.

Then Borneo, divided by the equator, between latitude $4^{\circ} 10'$ south and 7° north, and 109° and $119^{\circ} 20'$ east longitude; on the north and west the China Sea; east, the Celebes Sea and Straits of Macassar; and south the Java Sea; length, 750 miles; breadth, 350; area, 260,000 square miles; population supposed to be 3 to 4,000,000, of which 150,000 are Chinese. The soil is said to be rich, not surpassed by any, and supposed to be capable of yielding an immense amount and great variety of tropical products, which find a ready market in this country and in Europe. It is also rich in minerals, gold, antimony, tin, and diamonds. It has good harbors.

Captain J. Brooke, who aided the rajah Muda Hassim in expelling the Malay pirates, received for his reward the province of Sarawack. In 1841 he took possession of his province, and established a government or regulations under the crown of Borneo. He speaks of the aborigines, or natives, (Dyacs,) in the highest terms of praise; mild, industrious, and so scrupulously honest that not a single case of theft came under his observation. They are not addicted to any of the glaring vices of a wild state; marry but one wife, &c., &c. He expects much from them under the influence of civilized intercourse. He speaks of the gold of Sambas as being very rich, worked by the Chinese, and produces yearly, at a very moderate estimate, \$2,600,000; he also speaks of coal. This island will in time, no doubt, become vastly important, and sustain an immense population and an immense commerce, equal or beyond that of Java, in proportion to its area, compared with which it can sustain 30 to 40,000,000, and a production for export of \$150,000,000 annually.

Further north, and nearer to China, are the Philippine Islands, between latitude 5° and 20° north, and 117° and 124° east longitude; area, 134,000 square miles; population, 3,500,000; very rich in products; under the Spanish government; and, owing to the many restrictions to which its commerce is subjected, a full development of resources is prevented. They produce sugar, coffee, indigo, hemp, &c.—such articles as we want in exchange for our cotton, cotton manufactures, and many other products. When the inhabitants of these and the other islands are freed from vassalage, and can enjoy unrestrainedly the reward of their own labor, we shall find their ability to produce and exchange their products for ours almost without limit. They are distant from our coast 6,340 miles.

We now come to Singapore and India; the former a small island at the south extremity of the Malay peninsula, in latitude $1^{\circ} 17'$ north, and $103^{\circ} 51'$ east longitude. It is thought all the commerce of British India will centre here, it having a fine healthy climate, much less variable than Calcutta or other places, and so directly convenient to all the islands that it must centre all the commerce. It is distant from Oregon 7,660 miles.

India slopes to the ocean; all the rivers, the only channels of commerce, head

in the Himalaya Mountains, and empty into the ocean towards us, opposite our Pacific front. The area of British India (Waterson's Cyclopaedia, 1846) is 1,357,000 square miles; population, 134,300,000, not including the recent conquest of Cabul and Affghanistan, which, with the different tribes or nations besides, may be estimated at 50,000,000 more, making a total of 184,300,000 inhabitants, the commerce of which now centres in Calcutta, Bombay, Madras, Ceylon, and Singapore, to an aggregate yearly amount of \$150,000,000, though Waterson makes for Calcutta and Bombay for 1841, Madras 1837, Ceylon 1835, and Singapore, the aggregate of \$165,000,000. There has been a great increase since, as the committee are informed, but of which they have no late authentic accounts.

The greater part of this immense commerce is with Europe and America. There is also an immense amount of trade in barter, of which we have no account. We here see this immense capacity for commerce or trade, notwithstanding the heavy burdens by which labor is robbed of its just reward.

India is embarrassed at this time with a debt of about \$173,000,000, at an annual interest of \$8,142,625, and to which is to be added the expenses of the last and present war and conquest, and a yearly expense or tax for being governed of \$85,824,180, exceeding the revenue from all sources by \$4,561,115; but, when England shall have changed her policy of taxing colonies to provide for an aristocracy at home, and these people become able to govern themselves, or be governed at a moderate expense, and can enjoy the full fruits of their labor, then their capacity for commerce and trade will be immense, and it is the free and rapid and frequent intercourse which our railroad will establish, that will bring about all these changes, and all this vast commerce and communication must be subject to it; and, in addition to, and with all this, we shall have our lines of steamers running up and down the coast from Oregon to South America, producing the same results everywhere—freedom of intercourse and exchange of commodities. And all this is now within our reach, as the committee believe; and in such close proximity as this road will bring us to countries so populous and fruitful, can it be doubted, with our well known commercial energy, wonderful ingenuity, and vast resources, that we shall enjoy the largest share of all the profits which a free and rapid communication with it cannot fail to bestow?

For a more particular account of this trade and traffic, the committee refer to the statistics contained in the appendix, which they have prepared with great care, and from authentic documents, and also to the estimates for the cost of the road, and accurate general railroad statistics.

No. 5.

STATEMENT OF THE NUMBER OF VESSELS, AMOUNT OF TONNAGE, AND CREWS, WHICH ENTERED AND CLEARED AT THE PORTS OF THE FOLLOWING COUNTRIES, FROM AND TO PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC.

			Inward.			Outward.		
			Ships.	Tonnage.	Men.	Ships.	Tonnage.	Men.
England,	1842; particulars, A.		877	829,404	16,698	823	848,724	18,468
United States,	1846; " B.		329	111,180	6,998	367	125,582	8,306
France,	1838; " C.		117	36,040	2,048	117	36,040	2,048
Antwerp,	1839; " D.		7	2,860	125	....	272	12
Bremen,	1841; " D.		6	1,800	100	1	....	....
Hamburgh,	1841; " D.		10	5,000	200	10	5,000	200
The Netherlands,	1840; " D.		188	97,231	5,150	221	113,862	5,626
Russia with China, estimated from the amount of commerce now overland to require			50	25,000	1,000	50	25,000	1,000
Total			1,584	608,515	32,319	1,589	654,480	35,648

A.

NUMBER OF VESSELS, THEIR AMOUNT OF TONNAGE, AND CREWS, WHICH ENTERED AND CLEARED FROM THE PORTS OF GREAT BRITAIN FROM AND TO THE FOLLOWING PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC, FOR THE YEAR 1842.—(FROM TABLES OF REVENUE, ETC., FOR 1842, PART 12, PAGE 45.)

	Inward.			Outward.		
	Ships.	Tonnage.	Men.	Ships.	Tonnage.	Men.
Mauritius.....	108	28,650	1,409	45	16,397	808
East India Company's possessions—						
Singapore and Ceylon.....	430	191,378	9,094	397	202,101	10,070
Java, &c.....	9	2,733	136	27	9,059	432
Philippine Islands.....	10	3,411	154	3	1,023	59
Other islands of the Indian Seas.....	4	1,141	55	2	686	62
China*.....	73	32,818	1,692	63	28,297	1,403
" foreign flag.....	...	...	...	2	1,067	37
New Zealand.....	4	1,341	63	24	9,651	508
New Holland and Van Dieman's Land.	79	22,865	1,150	139	51,234	2,373
South Seas.....	1	388	31	4	1,018	96
Mexico, West Coast, (no account). ....	...	...	...	...	...	...
Chili, British flag.....	54	14,138	740	50	12,395	655
" foreign flag.....	32	9,389	947	7	2,187	103
Peru.....	42	11,989	601	27	6,637	366
Whale fisheries.....	31	9,163	1,126	24	6,953	999
Total.....	877	329,404	16,698	823	348,726	18,468

B.

NUMBER OF VESSELS, TONNAGE, AND CREWS, WHICH CLEARED FROM THE UNITED STATES FOR PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC IN 1844 AND 1845.—(FROM TREASURY REPORT, COMMERCE AND NAVIGATION FOR DECEMBER, 1845.)

	Vessels.	Tonnage.	Men.
For Dutch East Indies.....	11	4,592	191
British East Indies.....	24	10,314	391
Mauritius.....	2	597	26
Bourbon.....	1	363	14
Manilla and Philippine Islands.....	7	3,230	117
China.....	37	17,477	741
Mexico, West Coast.....	20	6,700	250
Chili.....	23	8,273	326
Asia generally.....	4	673	39
East Indies generally.....	6	1,322	79
South Seas and Pacific.....	228	70,282	6,007
North-west Coast of America.....	4	1,254	114
Total.....	367	125,582	8,305

B—Continued.

NUMBER OF VESSELS, THEIR TONNAGE, AND CREWS, WHICH ENTERED THE UNITED STATES FROM BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC.—(FROM TREASURY REPORT, COMMERCE AND NAVIGATION FOR DECEMBER, 1845.)

	Vessels.	Tonnage.	Men.
From Dutch East Indies.....	10	3,944	170
British East Indies.....	26	10,663	436
Bourbon.....	1	152	9
Manilla and Philippine Islands.....	9	4,025	164
China.....	50	21,682	916
Chili.....	14	4,872	199
Peru.....	4	1,065	48

* The outward vessels for China, as well as other places, are less than the inward, because sometimes a vessel clears for one port and returns from another.

B—Continued.

From Mexico*, for West Coast say.....	20	6,700	250
Asia generally.....	1	263	13
South Seas and Pacific.....	192	57,218	4,750
North-west Coast of America.....	2	596	43
Total.....	329	111,180	6,998

C.

NUMBER OF VESSELS WHICH ENTERED THE PORTS OF FRANCE, UNDER THE FRENCH FLAG, FROM PLACES BEYOND THE CAPE OF GOOD HOPE AND FROM THE PACIFIC FOR 1833.—(McCulloch, vol. 1, p. 753.)

	Ships.	Tonnage.	Men.
From English possessions in India.....	24	8,019	460
Foreign.....	8	824	41
Dutch possessions in India.....	4	1,058	61
French " ".....	3	970	62
China.....	2	767	37
Cochin China and Philippine Islands.....	3	715	25
Mexico.....	.	....	..
Peru.....	2	409	31
Chili.....	6	1,542	98
Bourbon.....	70	21,736	1,233
Total.....	117	36,040	2,048

NOTE.—Can find no statistics of clearances for this period, but presume they must be equal to, or more than, the entries.

D.

NUMBER OF VESSELS, THEIR AMOUNT OF TONNAGE, AND CREWS, WHICH ENTERED AT, AND CLEARED FROM, THE FOLLOWING PORTS, FOR AND FROM PORTS OR PLACES BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC.

Antwerp, for 1839—

From and to the East Indies, (Macgregor, vol. i, pp. 99 and 100).....	7	2,860	125	1	272	12
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Hamburg, for 1841—

To and from the East Indies, (Macgregor, vol. i, p. 744).....	10	†5,000	†200	10	5,000	200
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Bremen, for 1841—

To Valparaiso, 3; Calcutta, 1; Singapore, 1; Sumatra, 1; (Macgregor, vol. i, pp. 751 and 752).....	6	†1,800	†100
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The Netherlands, for 1840—

To China.....	2	1,200	50
To and from Java and Sumatra, (Macgregor, vol. i, p. 928).....	186	96,031	4,650	221	113,862	5,625

No. 6.

IMPORTS AND EXPORTS TO AND FROM EUROPE AND AMERICA FROM AND TO PORTS OR PLACES BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC OCEAN.

	Imports.	Exports.
Great Britain—particulars marked F and G.....	\$85,527,120	\$59,187,185
France—particulars marked H.....	16,300,295	8,238,850
Antwerp, no statistics; but the seven ships entered must have averaged more than \$100,000.....	700,000	500,000
Hamburg, ditto, for five ships.....	500,000	400,000

* Whole amount, 180 vessels, 19,180 tons, and 1,133 men.

† Averaged.

‡ Estimated.

IMPORTS AND EXPORTS TO AND FROM EUROPE AND AMERICA—CONTINUED.

	Imports.	Exports.
Bremen, ditto, for six ships.....	\$600,000	\$400,000
The Netherlands—particulars marked I.....	23,527,390	4,702,180
United States—particulars marked J.....	11,438,403	5,443,828
“ from whale fishery for 1845—		
157,700 bbls. sperm oil, at 88 cents..	\$4,371,444 00	
272,809 bbls. whale oil, at 33½ cents.	2,864,494 33	
3,195,054 lbs. whalebone, at 33½ cents.	1,065,018 00	
	8,225,717	.....
Total	\$146,818,925	\$78,871,993
Add for Russia, overland, with China.....	12,048,055	7,581,295
Grand total	\$158,866,980	\$86,453,288

Showing an excess of imports over exports, after deducting the entire amount of whale fishery, against which there is not to be found any charge for outfit, expenses, &c., of nearly 74 per cent, which is without any estimate for the heavy expenses to which this commerce is subject; and, for some part of the above imports, payments are made by bills on London, particularly the imports into the United States from China; bills are drawn on London, and funds remitted from here to meet them, and perhaps the same, to some extent, with the Netherlands and France; but as the exports must pay for all the imports, no specie, as a balance, entering into the account to any extent, this account represents the trade as nearly correct as can be. The committee would remark that this important commerce has been on a rapid increase for many years, and will undoubtedly double in the next sixteen years. Since 1841 (the dates here taken) the increase has been very great; but there are no authentic reports. It will all be subject to, and must pass over our railroad. The saving of time, so all important to the merchant in giving the command of markets, with the saving of interest and convenience, will compel it. Very few ships, out of the number employed, make the voyage to and back from the ports named, short of from ten to twelve months, whereas, by our road we would save from six to eight months on all this immense business—equal annually to nearly four and a half millions of dollars in the item of interest alone.

F.

IMPORTS INTO GREAT BRITAIN FROM THE FOLLOWING PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC.

From Bengal, Madras, and Bombay, as taken from Hunt's Merchants' Magazine for March, 1843, including all to continental Europe and North and South America annually.....	£12,000,000
Less for the amount to France and America.....	2,489,340
	<hr/>
From Sumatra and Java, (Commercial Tariff, part 6, page 196).....	£9,510,660
The Philippine Islands, (Parliamentary Doc., No. 47, page 167).	215,216
New South Wales and Van Dieman's Land, (Tables of Revenue, part 12, page 474).....	846,692
Mauritius, (Tables of Revenue, part 12, page 484).....	1,118,088
Mexico, West Coast.....	806,598
Chili, (no declared value,) estimated at.....	1,500,000
Peru, " " " ".....	1,000,000
	<hr/>
	£14,497,240
	or \$72,486,245
From China, 1838, (Reps. of Parl. Committees, 1840, No. 7, page 61)—	
Silks.....	\$1,686,528
Teas.....	9,561,576
Nankeens.....	41,500
Silk piece goods.....	365,760
Sundries.....	935,410
Ships' charges.....	450,000
	<hr/>
Total.....	13,040,775
	<hr/>
	\$85,527,120

The amount from China is far short of what it has been since—the number of pounds of tea being that year less than 40,000,000; whereas it has since reached as high as 60,000,000 lbs., and other articles increased in the same proportion; and the amount may now be safely estimated at \$20,000,000.

G.

EXPORTS FROM GREAT BRITAIN IN 1840 TO PORTS BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC, AS TAKEN FROM "TABLES OF REVENUE," PART 1 TO 4, PAGE 272.

To the East India Company, territories, and Ceylon.....	£6,023,192
Sumatra, Java, &c.....	349,521
The Philippine Islands.....	325,463
New South Wales and Van Dieman's Land.....	2,004,385
China.....	*524,198
Mexico entire, £465,380, which, divided, gives for West Coast (supposed).....	150,000
Mauritius.....	325,812
Chili.....	1,834,873
Peru.....	799,991
	£11,837,435
	or \$59,187,185

H.

IMPORTS INTO AND EXPORTS FROM FRANCE FOR 1839, TO AND FROM THE FOLLOWING COUNTRIES.—(MACGREGOR'S STATISTICS FOR 1844, VOL. I, PP. 473 AND 474.)

Countries.	Imports.	Exports.
British East India and New South Wales.	£1,213,006	£227,926 merchandise. 149,912 specie.
Dutch East Indies.....	247,420	29,363 merchandise. 40,640 specie.
French East Indies.....	284,170	47,023 merchandise. 5,160 specie.
China.....	23,091	1,852 merchandise.
Cochin China and Philippine Islands.....	39,108	11,262 merchandise. 5,616 specie.
Bourbon.....	849,102	466,345 merchandise. 11,920 specie.
Mexico, whole amount, £183,144, West Coast, say.....	100,000	150,000
Peru, merchandise, £67,059, specie, £71,357	138,416	59,698 merchandise.
Chili, " £181,635, " £184,111	365,746	440,693 merchandise. 360 specie.
	£3,260,059	£1,647,770
	or \$16,800,295	or \$8,238,850

I.

IMPORTS INTO AND EXPORTS FROM THE PORTS OF THE NETHERLANDS, TO AND FROM JAVA, SUMATRA, AND CHINA, FOR THE YEAR 1838.—(MACGREGOR, 1844, VOL. I, PP. 919 AND 923.)

	Imports.	Exports.
From China.....	£47,125	.....
Java and Sumatra.....	4,658,353	£940,526
	£4,705,478	£940,526
	or \$23,527,390	or \$4,702,180

* The exports to China for this year were unusually small, owing to the war with that country; they have increased to several times this sum since, and the exports to all the other ports have also increased, but no statistics have been within reach of the committee.

J.

IMPORTS INTO THE UNITED STATES FROM BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC FOR THE YEAR ENDING THE 30TH JUNE, 1845.—(FROM TREASURY REPORT ON COMMERCE AND NAVIGATION, PAGE 128.)

From Dutch East Indies.....	\$538,608
British ".....	1,276,534
Manilla and Philippine Islands.....	638,059
Chili.....	1,123,690
Peru.....	336,112
China.....	7,285,914
Asia generally.....	106,110
South Seas and Pacific.....	136,565
North-west Coast of America.....	245
Sandwich Islands.....	1,566
Total.....	\$11,438,408

EXPORTS FOR THE SAME PERIOD.—(SAME REPORT, PAGES 42 AND 94.)

To Dutch East Indies—domestic goods and products.....	\$129,151	
foreign.....	72,207	\$201,158
British East Indies—domestic goods and products.....	297,331	
foreign.....	134,067	431,398
Australia—domestic.....	69,521	
foreign.....	790	70,311
Manilla and Philippine Islands—domestic goods.....	119,268	
foreign.....	35,315	154,578
Chili—domestic goods.....	1,247,360	
foreign goods.....	300,831	1,548,191
Peru—domestic goods.....		33,424
China—domestic.....	2,079,341	
foreign.....	196,654	2,275,995
Asia generally—domestic.....	171,803	
foreign.....	140,945	312,748
South Seas and Pacific Ocean.....		416,025
Total.....		\$5,443,828

No. 7.

STATEMENT OF THE NUMBER OF VESSELS, TONNAGE, AND NUMBER OF MEN USUALLY EMPLOYED IN NAVIGATING THE SAME, THAT BELONGED TO THE BRITISH POSSESSIONS IN 1842, AND EMPLOYED IN CARRYING ON TRADE AT AND BETWEEN THE DIFFERENT COUNTRIES EAST OF THE CAPE OF GOOD HOPE, WITHOUT REGARD TO, AND DISTINCT FROM, EUROPE.—(FROM TABLES OF REVENUE, ETC., 1842, PART 12, PAGE 45.)

Countries.	Ships.	Tonnage.	Men.
Mauritius.....	123	12,035	1,404
Bombay.....	97	41,532	2,575
Malabar.....	15	4,179	237
Tanjore.....	33	5,070	257
Madras.....	27	4,111	193
Coringa.....	19	3,775	157
Calcutta.....	167	45,169	2,248
Ceylon.....	620	23,326	2,480
New South Wales and Van Dieman's Land.....	361	34,532	3,066
Total.....	1,462	179,229	12,617

No. 8.

A STATEMENT EXHIBITING THE PROGRESSIVE VIEW OF THE IMPORTS INTO AND FROM CALCUTTA, SPECIFYING THE PRINCIPAL ARTICLES, FOR COMPARATIVE YEARS SINCE THE OPENING OF THE TRADE.—(FROM WATERSON'S CYCLOPEDIA OF COMMERCE, 1846, PAGE 380.)

Articles.	1814-15.	1827-28.	1837-38.
Copper and nails.....	£196,620	£399,208	£294,840
Iron and ironmongery.....	87,042	61,347	114,347
Lead.....	4,531	17,695	18,107
Tutenage.....	80,206	.....	.....
Tin.....	24,769	34,580	56,593
Quicksilver.....	12,516	2,949	769
Saltpetre.....	.....	119,574	25,418
Madeira wine.....	96,150	15,347	4,700
Claret wine.....	55,660	38,386	21,600
Port wine.....	36,606	11,126	4,414
Sherry, Champagne, &c.....	.....	41,380	36,996
Spirits.....	33,240	50,568	18,743
Malt liquors.....	.....	36,062	48,000
Woollen goods.....	9,941	268,516	94,400
Cotton piece goods.....	44,481	561,404	632,952
Cotton yarn.....	.....	188,484	512,256
Haberdashery.....	18,070	65,098	50,562
Books and stationery.....	14,705	47,226	42,609
Glassware.....	28,840	97,880	29,670
Hardware and cutlery.....	.....	30,747	33,781
Jewelry.....	.....	68,620	33,060
Paints and oil.....	.....	37,859	4,158
Groceries, &c.....	18,053	40,899	12,660
Timber and spars.....	50,950	36,274	45,400
Cordage and coir.....	16,166	17,844	6,531
Tea and China goods.....	46,392	30,245	33,927
Pepper and spices.....	41,720	53,980	73,972
Coffee.....	.....	.....	9,628
Salt.....	.....	.....	154,901
Sundries.....	299,062	426,508	590,836
	£1,165,720	£2,799,756	£2,985,789
Treasure.....	1,076,967	1,352,969	1,084,161
Total.....	£2,242,687	£4,152,725	£4,069,950

No. 8—Continued.

A STATEMENT EXHIBITING THE PROGRESSIVE VIEW OF THE EXPORTS FROM CALCUTTA, SPECIFYING THE PRINCIPAL ARTICLES, FOR COMPARATIVE YEARS SINCE THE OPENING OF THE TRADE.—(FROM WATERSON'S CYCLOPEDIA OF COMMERCE, 1846, PAGE 380.)

Articles.	1814-15.	1827-28.	1837-38.
Cotton piece goods.....	£849,560	£275,616	£69,625
Silk piece goods.....	.....	251,890	378,798
Cotton, raw.....	456,066	326,286	186,116
Silk, raw.....	331,271	855,398	465,451
Indigo.....	724,034	1,917,160	1,124,768
Sugar.....	211,469	175,605	671,891
Saltpetre.....	19,264	148,799	263,286
Grain.....	135,956	246,614	286,967
Flour.....	.....	.....	6,429
Opium.....	917,650	1,210,680	2,129,288
Castor oil.....	.....	.....	12,544
Ginger.....	.....	2,398	22,051
Borax.....	.....	1,847	9,852

No. 8—Continued.

Lac gum.....	£19,478	£85,283	£40,364
Shellac, &c.....	12,680	22,086	109,292
Shawls, &c.....	9,662	6,689	16,758
Bengal rum.....	14,454	840	7,528
Gunny bags.....	.....	17,200	38,340
Hides and skins.....	.....	.....	80,321
Safflower.....	.....	.....	21,841
Linseed.....	.....	.....	9,120
Sundries.....	150,615	108,657	197,268
Re-exports.....	233,218	299,207	824,959
	£4,086,272	£5,952,710	£6,472,907
Treasure.....	15,463	448,099	81,688
Total.....	£4,101,735	£6,400,809	£6,504,595

No. 8—Continued.

IMPORTS INTO THE FOLLOWING PORTS, WITHOUT PARTICULARS.

Ports.	1837-38.	1838-39.	1839-40.	1840-41.
Calcutta.....	£4,140,579	£5,065,918	£5,867,767
Bombay.....	£4,164,327	4,778,739	3,484,466	5,160,769
Madras, 1836-37.....	1,512,585
Ceylon, 1835.....	411,167
Singapore.....	1,500,000
Total.....	£14,452,286

No. 8—Continued.

EXPORTS FROM THE FOLLOWING PORTS, WITHOUT PARTICULARS.

Ports.	1837-38.	1838-39.	1839-40.	1840-41.
Calcutta.....	£6,480,080	£7,040,611	£8,369,329
Bombay.....	£4,260,416	4,814,616	4,043,116	5,577,315
Madras, 1836-37.....	2,785,475
Ceylon, 1835.....	198,900
Singapore.....	1,700,000
Total.....	£18,631,019

An aggregate for 1840-41 (without allowing any increase for Madras, Ceylon, and Singapore, since 1835 and 1837,) of £38,083,805, or \$165,416,515.

No. 9.

COMMERCE OF THE ISLAND OF JAVA AND MADURA AND THE PHILIPPINE ISLANDS.

Java and Madura, for 1840— (Macgregor, vol. i, 1009; Ships. for tonnage, 999)..... Or.....	Arrivals and imports.		Departures and exports.	
	Ships.	Tonnage.	Ships.	Tonnage.
Philippine Islands, for 1842— (Macgregor, vol. ii, 1108)..... Or.....	149	46,869	162	50,226
		£900,080		£974,160
		\$4,500,400		\$4,870,800

No. 10.

IMPORTS INTO CHINA FROM INDIA.—(WATERSON'S CYCLOPEDIA, PAGE 152.)

Years.	Bengal.		Madras.		Bombay.		Total.	
	Merchandise.	Treas.	Merchandise.	Treas.	Merchandise.	Treas.	Merchandise.	Treas.
1832-33...	£1,180,830	£3,200	£33,103	....	£1,489,289	....	£2,703,222	£3,200
1833-34...	1,323,685	3,743	34,411	£670	2,205,942	....	3,564,038	4,413
1834-35...	1,270,770	1,125	40,484	....	1,560,855	....	2,872,109	1,125
1835-36...	2,019,183	2,285	172,234	1,312	2,245,674	£888	4,437,091	4,437
1836-37...	1,912,172	3,392	270,063	1,519	3,266,625	880	5,448,860	5,791

No. 10—Continued.

EXPORTS FROM CHINA TO INDIA.—(WATERSON'S CYCLOPEDIA, PAGE 152.)

Years.	Bengal.		Madras.		Bombay.		Total.	
	Merchd.	Treasure.	Merchd.	Treas.	Merchd.	Treasure.	Merchd.	Treasure.
1832-33	£93,944	£221,243	£26,138	£604	£333,230	£353,834	£453,312	£575,681
1833-34	100,817	375,859	10,531	....	430,611	907,846	541,959	1,283,705
1834-35	119,203	329,033	37,787	700	358,353	855,923	515,343	1,185,656
1835-36	59,690	329,480	12,887	2,146	457,572	956,728	530,140	1,288,354
1836-37	107,506	233,167	17,471	....	400,567	1,007,428	525,544	1,240,595

No. 11.

STATEMENT SHOWING THE AMOUNT OF IMPORTS AND EXPORTS, ALSO THE NUMBER OF VESSELS AND TONNAGE, AT AND FROM NEW SOUTH WALES AND VAN DIEMAN'S LAND.—(FROM TABLES OF REVENUE, POPULATION, COMMERCE, ETC., OF THE UNITED KINGDOM AND ITS DEPENDENCIES, FOR 1842, PART 12, PAGES 367 AND 373.)

	Entries and imports.			Clearances and exports.		
	Ships.	Tonnage.	Value.	Ships.	Tonnage.	Value.
New South Wales, for 1840....	714	183,778	£2,517,988	690	172,118	£1,023,397
Or.....	....	....	\$12,589,940	....	....	\$5,116,985
Van Dieman's Land, for 1842...	459	78,838	£587,453	480	82,865	£582,509
Or.....	....	....	\$2,937,265	....	....	\$2,912,545

No. 12.

[From Macgregor's Commercial Tariff, 1843, part 11, page 96.]

"It appears that the exports of Russia to China had increased in 1841 far beyond any former year, which is attributable to the greatly increased trade with China; the quantity of tea forwarded from the latter country to Russia this year being the largest on record. The following figures exhibit the value of the imports of tea into Russia during the under-mentioned term.

TOTAL VALUE.

1830—1,789,151 silver roubles.....	£288,572
1836—2,463,745 ".....	397,387
1837—2,317,441 ".....	373,786
1838—2,150,027 ".....	346,778
1839—2,396,063 ".....	386,461
1840—2,495,975 ".....	402,576
1841—7,401,999 ".....	1,193,870

"The committee would observe, that the quantity of tea imported by *Kiakhta* in 1841 shows, as compared with the trade of preceding years, a far greater increase in value than quantity, the latter being over 600,000 lbs., while in value the increase is equal to 4,676,252 roubles; which is owing to the fact that only the very best descriptions are used in Russia. Being made from the tender leaf,

or even before the bud expands, and delicate and difficult to preserve, they do not bear the long sea voyage to Europe or America. The crossing the equator twice, heats and destroys them; but the overland route to Russia is in high latitudes, and they are not injured. From Shanghai or Ningpo, across the Pacific to Oregon, then across to the Atlantic and to England, Germany, and Russia, would be on a parallel so high, and the transit so short, that all the finer qualities of teas would pass without injury, and all the lower qualities, such as we now have, in a much greater preservation, better condition, &c. We do not now get the finest descriptions at all, because they will not bear the twice crossing the equator.

"The quantity imported by the Siberia frontier and the Caspian Sea is comparatively trifling. The increased value of the export trade with China, as regards articles of Russian production and manufacture, will be seen by the following statement for same period."

Years.	Furs.		Russian leather.		Hides and skins.	
	<i>Roubles.</i>		<i>Roubles.</i>		<i>Roubles.</i>	
1838.....	740,290	£116,176	87,392	£14,095	101,804	£16,420
1839.....	695,328	112,149	80,503	12,683	115,772	18,672
1840.....	691,303	111,500	75,654	12,202	114,229	18,424
1841.....	1,811,267	292,140	214,974	34,673	219,606	35,420

Years.	Línens.		Cottons.		Woollens.		Total.
	<i>Roubles.</i>		<i>Roubles.</i>		<i>Roubles.</i>		
1838.....	58,481	£8,626	123,557	£19,925	801,497	£129,273	£304,515
1839.....	58,916	9,502	230,065	37,007	984,200	158,742	249,155
1840.....	70,297	11,338	263,109	42,406	984,403	158,782	354,652
1841.....	185,356	29,896	975,119	157,277	1,282,401	206,893	756,250

"The furs are from the Russo-American company from the north-west coast of America, sent to Russia, and thence to China.

"Taking also into consideration, on the other hand, various other articles of Russia merchandise exported, and contrasting therewith, the value of silks, &c., imported from China, the advancing prospects of commerce between the two empires is sufficiently manifest. During the same periods the value of all other descriptions of China produce, &c., imported by Kiakhia, where the commerce is entirely carried on by a system of barter, (which, therefore, causes an equivalent exportation of Russian merchandise,) may be considered as follows:—

	Roubles.	
1838.....	2,227,182	£359,223
1839.....	2,474,421	399,100
1840.....	2,498,669	402,204
1841.....	7,537,596	1,215,641

Other articles than teas having increased for the year

1841 far above any former year, being.....	£1,215,741
Teas for same year.....	1,193,870

Imports from China, 1841.....	£2,409,611	or \$12,048,055
Exports for same year, as above enumerated.....	£756,259	
Add for articles not in the above.....	760,000	
	1,516,259	or 7,581,295

Total commerce overland.....	£3,925,870	or \$19,629,350
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between Russia and China for 1841, which is understood to have increased very rapidly since that period. Some estimates have doubled it, but the committee have no authentic statistics. This commerce must pass over our road, and would require an aggregate ship tonnage of 50,000 tons."

This commerce is thus particularly described, to show the ability of the Chinese to increase their commerce, when it can be done by an exchange of their commodities; and this is a striking illustration of that fact, being entirely a barter trade; and when we look at the time and immense expense required to carry on

this trade, we can but wonder at its magnitude and rapid increase, showing conclusively that if a free, cheap, and frequent intercourse and communication were opened with them, there would be no limit to the amount of the exchange of commodities.

In Postlethwait's edition of Savary, edition of 1775, he says:—"The Czar strove to accomplish this trade, and because the distance is prodigiously great, and the most part of the way desolate and dangerous, he erected stages at proper distances on the way, so that travellers might subsist at a reasonable expense, and likewise be secure against the attacks of the Tartars. In some places he even built cities, where, if due notice is given of apprehended danger from the Tartars, the Russian authorities at these cities and stages are obliged to send troops to convoy the merchants and caravans from one stage to another, without being paid in the slightest degree for such protection. The caravans or companies of merchants sometimes consist of several hundred horses and camels, and bring a large quantity of goods."

This writer describes a long, tedious route to China, by rivers and portages, which he says is nearly the present course except when tea and other articles are carried by land; which, though more expensive, is done in about a year, or in about one-third the time required by the rivers, owing to their being frozen more than two-thirds of the year. Now, by the proposed road, there would be a saving of time on all this immense commerce of eighteen or twenty months, equal to a saving in interest of \$1,000,000, besides the immense saving in expense.

The committee have no statistics of the commerce of Russia with China since the above dates; but, from all we can understand, it has increased greatly. The Russian merchandise is taken to Kiakhta, thence across the frontier to Pekin, thence by canal to Shanghae, Ningpo, Amoy, Foo-chow-foo, and even to Canton; but the exchange for teas and other Chinese commodities takes place on the frontier, at Mau-mat-chin. With our road all this trade would take place at Shanghae, Ningpo, or Amoy, &c., and make a great saving in expense to the Chinese also. The great advantage of this trade to the Russians is manifest in the amount of their imports over the exports, being an excess of \$4,466,760, or equal to nearly 59 per cent on the amount of exports.

No. 13.

STATEMENT OF BRITISH TRADE WITH CANTON FOR 1838, JUNE 30.—(FROM PARLIAMENTARY REPORTS OF COMMITTEES FOR 1840, NO. 7, PAGE 61.)

Imports to Canton.	Value.	Exports from Canton.	Value.
Manufactures of cotton and wool.....	\$2,364,366	In silks.....	\$1,686,528
Metals.....	116,090	In tea.....	9,561,576
Raw cotton.....	6,563,124	Nankeens.....	41,500
Opium.....	13,554,030	Silk piece goods.....	365,760
Treasure (specie).....	751,435	Sundries.....	935,410
Sundries.....	1,396,517	Treasure to Bombay and Calcutta.....	8,974,776
Total.....	\$24,745,562	Ships' port charges.....	450,000
		Balance.....	2,730,012
		Total.....	\$24,745,562

No. 14.

A STATEMENT SHOWING THE ESTIMATED VALUE OF ALL THE SHIPS EMPLOYED IN THE COMMERCE WITH PLACES BEYOND THE CAPE OF GOOD HOPE AND THE PACIFIC; TOGETHER WITH THE YEARLY EXPENSES ATTENDING THE SAME, AND THE SAVING OF CAPITAL, AND OF YEARLY EXPENSE, PROVIDED THE COMMERCE SHALL HEREAFTER PASS OVER THE PROPOSED RAILROAD.

1,589 vessels, 654,480 tons; estimated value, ready for sea, at \$50 per ton.....	\$32,724,000
It appears (see Macgregor's statistics, vol. i., page 912) that there were employed in the commerce of the Netherlands with the East Indies, for the year 1841, 321 ships, tonnage, 185,000; and that these ships were built expressly for, and employed in, that trade only. This number exceeds the clearances for 1841 by 100 vessels, and 81,236 tons; showing that it requires more than a year to perform the voyage out and home, and nearly one-third more vessels than the yearly reports of entrances, and which should be added to the above—say 81,236 tons, at (Macgregor says) £19 to £21 sterling—say at \$100 per ton, is	8,124,600
The number of vessels employed in the American whale fishery on the 1st of January, 1846, was 736; tonnage, 223,149; men, 19,560; estimated value, including outfit and catchings, \$29,440,000: from which deduct the clearances from our ports in 1844 and 1845, which are in the above total estimate—say 228 ships; tonnage, 70,282; men, 6,007—leaves 508 ships; tonnage, 152,867; men, 13,553; which, at \$131 75 per ton, as above, is.....	20,140,226
Total estimated value, without estimating any excess of ships for England, France, or the United States, beyond the actual yearly entrances and clearances.....	\$60,987,826
Should the proposed road be built, it would control this commerce, and one-half the tonnage would be sufficient to carry it on in both oceans; therefore an actual saving of capital would be made of.....	\$30,493,613
And a yearly saving of one-half of the following expenses on the above commerce, viz :—	
For the support of 35,648 men for 10 months, at \$10.....	\$3,564,800
“ “ 13,553 whalemén for 12 months, at \$10.....	1,626,360
One year's interest on \$66,178,986, at 6 per cent per annum.....	3,970,739
Insurance on \$66,178,986, out and home, at 5 per cent.....	3,308,949
Wages to 35,648 men for 10 months, at \$12.....	4,277,760
13,553 “ 12 “ “	1,951,632
Wear and tear, depreciation of shipping tackle, &c., &c., on \$60,987,826, at 10 per cent per annum.....	6,098,782
Total.....	\$24,799,022
One-half this sum will be saved annually by bringing the commerce over this road.....	\$12,399,511
To which may be added, for saving of interest on the amount of all the commerce beyond the Cape and the Pacific, taking half the aggregate of imports and exports at \$112,845,459, at 6 per cent per annum	3,385,363
For the commerce of Russia with China half of the aggregate of imports and exports, say \$9,819,625—say for 20 months, at 6 per cent per annum.....	981,962
Actual yearly saving of.....	\$16,766,736
Or equal to 14½ per cent on the one-half the aggregate of imports and exports, (\$113,648,849.)	
These statements the committee have predicated on the belief that the short	

voyages between the terminus of the road on the Pacific and China, Java, Singapore, Manilla, Calcutta, &c., as well as from the Atlantic shore to all Europe, will no doubt be realized; and that one-half the present amount of tonnage and men will be quite equal for the present immense amount of commerce. But taking into view the immense population of China, Japan and India, and their great ability to trade, where it can be done by an exchange of commodities, and considering the well known fact that frequent, cheap, and easy intercourse and communication serve to increase the exchange of commodities far beyond calculation, we may reasonably believe that the building of this road will produce and stimulate such commercial changes as shall enable the increase of the commerce we have here named, by the time the road shall be completed, to nearly double its present amount; so that quite as many ships and men will be required as for the present; at the same time the expenses will be lessened more than the proportion of sailing distance; and at one-half cent per ton weight per mile, (being equal to two and a quarter tons measurement,) our people shall be enabled to deliver merchandise at the Atlantic cities, from China, India, &c., at a less cost, and in Europe at about the same cost as the present, and at the same time well reward those engaged in the shipping interest. The necessary accommodations required on the Pacific for such a vast commerce must of itself greatly stimulate its increase, and its beneficial influence and increase will not be less on the Atlantic and in all Europe, while the Mississippi valley will bring forth for both oceans the rich products of her richer soil, to be wafted to the shores of Europe and Asia, to feed the hungry and give material to clothe the naked.

No. 15.

DISTANCES AND TIME BY RAILROADS AND STEAMSHIPS.

At the rate of 12 miles per hour, as is proposed for the steamers to be built for our navy, it will require but $10\frac{1}{2}$ days from England to New York, or other ports, but say.....	12 days.
From New York to the Pacific, 3,000 miles, by railroad, at 30 miles per hour, allowing nearly one day for detention.....	5 "

On the great western road from London to Bristol, passengers travel daily at fifty miles per hour with perfect safety.

From the Pacific coast to Shanghae in China, at the mouth of the Yang-tse-keang, which crosses the great canal where all the commerce of the vast empire centres, is 5,400; at 12 miles per hour, (which can be performed as easily on the Pacific as 10 on the Atlantic,) allowing one day for coaling, &c.....	20 days.
From London, via New York, to Shanghae.....	37 "
From New York to Shanghae.....	25 "

By sea voyage from London or New York, 110 to 160 days, requiring for a voyage out and home from ten to twelve months.

From England, via New York, to Australia.....	37 days.
New York to Australia.....	25 "
England, via New York, to Manilla.....	40 "
New York to Manilla.....	24 "
England, via New York, to Java.....	41 "
New York to Java.....	25 "
England, via New York, to Singapore.....	43 "
New York to Singapore.....	31 "
England, via New York, to Calcutta.....	45 "
New York ($1\frac{1}{2}$ days for coaling) to Calcutta.....	32 "

On these different routes are numerous and convenient islands for depots, coaling, &c., and at Australia is an abundance of coal.

No. 16.

STATEMENT OF PRICES AND NUMBER OF PASSENGERS OVERLAND FROM ENGLAND TO ASIA, MAIL, ETC., AND ESTIMATED SAVING BY OUR ROAD.

Passage by the overland route from Southampton to Hong Kong is £180, or.....	\$900 00
To Bombay.....	614 00
To Calcutta something more.	

All extra luggage at £3 sterling, or \$15 per hundred pounds weight, and merchandise the same.

The estimated number of passengers each way from London to Bombay is 2,000 per annum—total 4,000; at \$614 each, is.....	\$2,456,000 00
And each passenger would require 100 lbs. of extra luggage for a voyage so long—at \$15 each, would be.....	60,000 00
The English mail for this route is said to have cost some two and a half millions of dollars annually; the committee have no accurate data to fix it, but say it is.....	1,500,000 00
Annual expenditure.....	\$4,016,000 00

Now all this business would pass over our road at an annual saving of more than half, but say \$2,000,000—added to the yearly saving of expense for the commerce of Asia, will be annually..... 18,766,786 00

The following postscript of a letter from Messrs. Brown, Shipley & Co., of Liverpool, dated April 15, 1845, shows the price of postage :—

“P. S.—On sending the newspapers addressed to Mr. Ritchie, Canton, to the post office, we were informed that the charge would be £3 18s. 4d. for the parcel containing six papers, the rate being charged by weight; we shall not, therefore, forward them.”

The English government have contracted to pay for the transmission of a monthly mail to Chagres £250,000 per annum, and from Panama to Callao £20,000 more—equal to nearly \$1,350,000 for communicating with their navy and officers in the Pacific and on its coast. Were our road completed, this mail would be sent from England to some of our Atlantic cities, and thence by railroad to the Pacific, and down the coast in steamers to any place of designation. Steam navigation can be carried on from Oregon or Upper California to good advantage, coals of good quality being abundant in Oregon, particularly on Vancouver's Island; whereas, in southern latitudes there is none, and must be transported at heavy expense from England, for both sides of the continent. Perhaps there is no ocean and no country so admirably adapted for commerce by steam as Oregon and the Pacific, that ocean being the most tranquil of any, while Oregon is supplied abundantly with both timber and coal, suitable for fuel and for ship building; and on the Asiatic coast are islands numerous and large, along the route to China and to India; so that a voyage may be made from Oregon to Japan, to and along the coast of China and to India, almost without being out of sight of land. All the north of China is also well supplied with good coal down as low as Formosa, in latitude about 36°, but none below that.

Neither has any estimate been made for passengers, for business, or commerce, of the population which will, if the road is built, settle on its borders, or for any increase of commerce with Japan, China, &c., when they will be brought almost to our doors.

The cost for repairs and operation in this estimate is high. The principal roads require about four per cent on their cost to keep them up.

APPENDIX.

No. 2.

IN THE SENATE OF THE UNITED STATES.

THIRTIETH CONGRESS, FIRST SESSION.

JUNE 27, 1848.

Agreeably to notice, Mr. NILES asked and obtained leave to bring in the following bill: which was read twice, and referred to a select committee.

JULY 7, 1848.

Reported with the following amendments, viz: Amend the title to read as follows: A bill to set apart and sell to Asa Whitney, of New York, a portion of the public lands, to enable him to construct a railroad from Lake Michigan, or the Mississippi River, to the Pacific Ocean. Amend the bill by striking out all after the enacting clause, and inserting what follows the same.

AMENDED BILL.

A BILL to set apart and sell to Asa Whitney, of New York, a portion of the public lands, to enable him to construct a railroad from Lake Michigan or the Mississippi River to the Pacific Ocean.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Asa Whitney, of the city of New York, and his assigns, are hereby authorized to construct a railroad, from any point he or they may designate, upon Lake Michigan or the Mississippi River, at his or their option, through the public lands belonging to and under the jurisdiction of the United States, on a line as nearly straight as the face of the country will admit, and where the streams can be bridged, to some point on the Pacific Ocean, where a suitable harbor may be had, under the conditions hereinafter specified and stipulated by this act.

SEC. 2. *And be it further enacted, That all lands belonging to or claimed by the United States, for thirty miles wide, or five full townships of six miles each, on each side of the line of the said road, and for any and all of what may have been sold before this act takes effect, an equivalent number of acres of other government lands to make the full quantity of thirty miles on each side of said road, is hereby set apart and sold to the said Whitney, his heirs and assigns, for the consideration of ten cents per acre, to be paid to the United States, and which sale is subject to the conditions hereinafter declared, and for the purpose of enabling said Whitney and his assigns, from the sale and settlement of said lands, to construct a railroad from either of the points aforesaid to the Pacific Ocean. And so soon as said Whitney shall have located, fixed upon, and surveyed the route for one hundred miles or more of said road, then all the lands for thirty miles wide on each side of said line so designated shall be, and are hereby, set apart and held for the special purposes of this act, and subject to the requirements and conditions thereof. And so soon as the said Whitney shall have located and surveyed one hundred miles or more of the line of said road, he shall be entitled*

to select a quantity of the public land, in any of the States or Territories, equal to the quantity which may have been sold within the said limits of thirty miles on each side of said line; and on his notifying the Commissioner of the General Land Office of such selection, the same shall be withdrawn from sale and remain set apart for the objects and purposes of this act, in the same manner as the lands lying within the said limits of thirty miles on each side of said line. And from time to time as the said Whitney shall locate and establish portions of the line of said road, the lands adjoining, to the extent of thirty miles on each side thereof, shall be withheld from sale, and also such lands as he may select as an equivalent for the lands which may have been sold within the said limits of thirty miles each side of said line.

SEC. 3. *And be it further enacted*, That, in locating said route, two hundred feet in width for the entire length of the road shall be appropriated expressly for said road, its stations, buildings, workshops, turn-outs, &c., necessary for its complete operation, and shall be forever reserved for the especial purposes herein named, and shall not be transferable or subject to sale by the said Whitney, his heirs and assigns, for any other purpose.

SEC. 4. *And be it further enacted*, That no part of the lands embraced by the provisions of this act shall be applied under its authority, and for the objects specified in the same, except under the following terms and conditions, to wit: Said Whitney shall first survey, fix upon, and locate the route for said road to a suitable bridging place on the Mississippi, if the road commence on or near Lake Michigan, or, if commencing at the other point, to such distance as shall be necessary to secure the land for the purpose aforesaid. He shall also commence the work with machinery, preparations, and arrangements for its continuance, and complete ten miles of road, according to the best plan of construction of railroads in the United States at the present day, with a single track, on a gauge or width of not less than six feet, and with an iron rail of not less than sixty-four (64) pounds to the yard, at his own expense, and to the satisfaction of the commissioner hereinafter directed to be appointed, to be charged with the interests of the United States, who shall certify to the Commissioner of the General Land Office that said road has been substantially made and constructed, and is in all respects in conformity to the requirements of this act, and that said road is progressing; and thereupon said Whitney, and his assigns, shall be entitled and fully authorized to sell, at public or private sale, the first five miles of the breadth of said land so set apart for the construction of said road, and one-half part of the equivalent lands selected in lieu of what may have been sold; and the Commissioner of the General Land Office shall cause patents to be issued the same as for lands sold by the government; said patents to be delivered to the said Whitney, for the purchasers under contracts by and with him; and the title shall be the same as if they had purchased directly from and paid to the government for the lands. The other half, or five miles by thirty wide on each side of said road, with the equivalent as before named, shall be held by the government as a fund, to be applied to the construction of said road through poor or unavailable lands, inadequate to that purpose, and subject to sale only as hereinafter declared. And the road, with all its machinery, shall also be held as security that the work will be continued. And in like manner, for eight hundred miles of said route, or so far as the one-half or alternate five miles breadth of land so set apart, with the equivalent for lands sold, shall be found of sufficient value to pay for the construction of said road, said Whitney shall proceed, in manner aforesaid, being authorized to dispose of five miles of said breadth of land, whenever he may have constructed ten miles of the said road. But when the outlay for any ten miles of said road shall be found to exceed the sum for which the whole land, of thirty miles on each side thereof, is or can be sold for, and this fact being certified by said commissioner to the General Land Office, then the said Whitney shall be, and is hereby, authorized to demand a sale of the reserved lands, or such part thereof as may be necessary to supply the deficiency; which sale shall take place as hereinafter declared, and the said Whitney shall receive, direct from the proceeds of such sale, sufficient to reimburse his actual outlay; and the balance, if any, after deducting the expenses

of said sale, shall be paid into the treasury by said commissioner, as hereinafter declared.

SEC. 5. *And be it further enacted*, That the one-half, or alternate five miles by thirty miles wide of good lands which is by this act held to create a fund to aid in the construction of the road through the unavailable lands as aforesaid, shall be sold only as is actually demanded by this act, for and with the progress of the road, or as the said lands may be demanded for actual settlement; which shall be decided upon by the said commissioner hereinafter named, by and with the advice and consent of the said Whitney; and said sale shall be at public auction, to the highest bidder, and in lots not exceeding forty to one hundred and sixty acres, (160,) and under the direction of said commissioner, said sale shall take place at the town or settlement nearest to the land to be sold; and said commissioner shall cause at least six months' notice to be given before said sale, in the two principal newspapers published in the city of Washington; the expenses thereof, as also that attending the sale, shall be paid from the proceeds of said sale, which sale shall be for cash only, twenty (20) per cent of which to be paid at the day of sale, and the balance on delivery of the patents, thirty days after; any or all purchasers neglecting to pay the balance on the day named for the delivery of the patents, shall forfeit the twenty per cent, and the sale be void; and the proceeds of any and all such sales, after deducting all necessary expenses, shall be paid into and held in the treasury of the United States, to be drawn for by the said Whitney as the money may be wanted to continue and complete said road, but never except under the certificate from said commissioner that this act has been fully complied with, and that there is a deficiency of means from the lands on the line of said road; and said fund shall be held in the treasury only as in trust for this work, and in no way considered as belonging to the treasury of the United States, while this work is being carried out, and subject only to this act.

SEC. 6. *And be it further enacted*, That should any of the lands named in the fourth section of this act, which the said Whitney is authorized by said fourth section to sell for his own use and benefit, remain unsold for ten years after said road shall have been completed through them, then all and any of said lands shall be sold at public auction, in the same manner as is specified in the fifth section of this act; but the proceeds of all such sales, after deducting the necessary expenses, shall belong to, and be the property of the said Whitney, his heirs and assigns, and the Commissioner of the General Land Office shall cause patents to issue, as before described in section four of this act, and they shall be given to said Whitney, and from him to the actual purchasers, which shall be their full and complete title from the government.

SEC. 7. *And be it further enacted*, That until patents shall have issued from the General Land Office, no titles from, or contracts made by the said Whitney, shall be considered as binding on the government, and all the lands remaining unpatented, shall be exempted from taxation, as though they belonged to the government absolutely.

SEC. 8. *And be it further enacted*, That after the passage of this act, and before the entire route for said road from the eastern terminus to the Pacific Ocean may have been fixed upon by the said Whitney, should any settlements take place upon any lands within the thirty miles wide on each side of the route, said settlers shall pay, when said route may have been fixed upon, one dollar and a quarter (\$1 25) per acre for all such lands so settled upon, and the proceeds shall be applied to the construction of said road as specified by this act.

SEC. 9. *And be it further enacted*, That the said Whitney, and his assigns, shall keep said road in repair and operation, with turn-outs, buildings, and machinery necessary to accommodate the trade and travel on the line to the ocean and to the eastern terminus, and shall not charge tolls, either for passengers or freight, while the road is being built, exceeding what is then charged by the principal railroads of the United States, to be established and regulated by Congress. And the United States mails shall be furnished transportation free of charge to the government, but not including mailable matter to and from foreign countries.

SEC. 10. *And be it further enacted*, That after the completion of the whole of

said road, from its eastern terminus to the Pacific Ocean, the lands set apart by this act for that purpose, which then remain unsold, shall be, and are hereby pledged and held as a fund for operating and keeping in repair said road for the period of ten years, unless it shall be found, previous to such period, that the tolls are sufficient for those purposes; and at the expiration of said ten years, or previously, if the commissioner shall certify that the tolls are sufficient to operate said road and keep it in repair, and the same shall be approved by Congress, all such lands remaining unsold shall belong to said Whitney, his heirs or assigns, and shall be disposed of at public or private sale for his or their benefit, the titles to be secured by patents as is herein before provided. And when said road shall be completed as aforesaid, all moneys which may be in the treasury for lands sold under the authority of this act, together with said road, the buildings pertaining thereto, and the machinery necessary for its successful operation, shall belong to, and be vested in said Whitney, and his heirs and assigns, but with the exception of the moneys, all subject to the rights of the United States and the control and regulation of Congress hereinafter reserved. The moneys to be paid over to said Whitney or his assigns, on the certificate of the commissioner, that said road has been completed in conformity to the requirements of this act. But said road, buildings and machinery, shall stand pledged as security for the payment to the United States for the lands sold by this act.

SEC. 11. *And be it further enacted*, That after said road shall be completed, the Congress of the United States shall have power to establish and regulate its tolls or charges for freight and passengers forever after; and it being intended that this road shall be a free, public highway, as far as practicable, for the equal and common benefit of all the people of the United States, the rates of said tolls shall be such as to yield a revenue merely sufficient to keep said road in repair, and to defray the necessary expenses of its operation, superintendence, and other charges, including the sum of four thousand dollars per annum, to be allowed to said Whitney and his assigns for the care and superintendence of said road. And said Whitney and his assigns shall keep an account of the receipts or proceeds from the sale of all the lands set apart by this act for the purposes herein named, and also of the expenditures for the construction of said road, including the repairs whilst said work is being completed; and if it shall appear that the outlay has exceeded the receipts, which fact shall be certified by said commissioner to the Secretary of the Treasury, and by him communicated to Congress, then such additional rates of tolls may be imposed and collected, as may be found necessary to reimburse the said Whitney and his assigns for such deficiency. And should the business of the road require more than one track, then the said Whitney and his assigns are hereby authorized to construct one or more additional tracks at his or their expense, and with the consent of the States through which said road may pass; and are hereby authorized to charge tolls, both for freight and passengers, sufficient for the expenses of operation, &c., as also for a reward or return for the cost or outlay for such construction, which, as being connected with the first track, shall together be regulated and fixed by Congress: Provided, That if, after the completion of the road, the said Whitney or his assigns shall neglect and fail to take reasonable and proper care and supervision of said road, its repairs, operations and business to the detriment of the public convenience and interest, such neglect and failure to be judged of and decided by Congress, it shall, in such case, be lawful for Congress to impose a penalty for such neglect, or adopt such other measures as may be necessary to insure proper care and attention to said road, and the use thereof; and if such measures as may be adopted to correct the evil shall not be effectual, Congress may then provide for the appointment of some other person or persons, for the general oversight and superintendence of said road, its repairs and operations.

SEC. 12. *And be it further enacted*, That the said Whitney and his assigns may, from time to time, enter into such contracts and arrangements with any State through which said road may pass, or with any individual, company, or corporation, by and with the consent of said State, to build and operate said road, or

any part thereof, through said State, or for any other matter or interest claimed under the rights and jurisdiction of any State through which said road may pass.

SEC. 13. *And be it further enacted,* That all of that part of the route for said road, which is not within a State, but territory of, and under the jurisdiction of the United States, the said road, its machinery, and appurtenances, shall be exempt from taxation forever; and this exemption shall be continued on admitting any of such territory to be a State of this Union.

SEC. 14. *And be it further enacted,* That the President of the United States, by and with the assent of the Senate, shall appoint a commissioner, whose duty it shall be to superintend the interests of the United States in carrying out the objects of this act; he shall see that the road is promptly and properly constructed; that no waste is committed upon the unsold lands; and that the objects and intentions of this act are fairly and properly carried out. That when the said Whitney shall have, from time to time, completed the ten miles section of road, as hereinbefore specified by this act, "according to the best plan of construction for a railroad at the present day in the United States, on a gauge of not less than six feet, and with an iron rail of not less than sixty-four (64) pounds to the yard," then it shall be the duty of said commissioner, and he is hereby authorized, to grant his certificate of satisfaction to the said Whitney that this act has been complied with. But should a disagreement arise between the said commissioner and the said Whitney, relative to the manner of the construction of said road, or any part thereof, such disagreement shall be referred to two competent engineers, chosen one by each party, and after examining the work, their opinion or decision, in writing, shall be final and binding on said Whitney and the said commissioner, who is hereby authorized to act and be governed by the same; but in a case or point where the two engineers selected cannot agree, then they shall select the third, and the opinion or decision, in writing, of the majority shall govern and be final, and the said commissioner and said Whitney shall so act. And in like manner for all and every disagreement which may arise under this act, relative to the construction of said road, the materials, the machinery, its operation, and all other matters. It shall also be the duty of said commissioner to superintend, and cause due notice to be given of, all sales of the lands named in this act, as hereinbefore specified in different sections, relating to sales at public auction; and it shall be his duty to report all such sales to the General Land Office, but he shall not have power to receive any payments for any lands sold. And it shall be the duty of the said commissioner to report fully to each session of Congress, as to the manner in which this act is being carried out, and furnish the said Whitney with a copy of said report. Said commissioner shall be paid a salary not exceeding

per annum, to be paid out of the proceeds of lands sold under this act. The referees before named in this section of this act, shall be paid dollars per day each, for the time actually occupied in and by the reference, and shall also be paid out of the proceeds of lands sold under this act.

SEC. 15. *And be it further enacted,* That all sales at public auction of that portion of the lands under this act, as described and declared in section fifth of this act, shall be made under the direction of said commissioner, as declared in said fifth section, together with the register for the district nearest to where said lands are located. Said sale or sales to take place in the same manner as all sales at public auction of government lands, but for terms of payment as specified in section fifth of this act; and the payment for all such sales, except as specified in section fourth and sixth of this act, shall be made to the receiver of public moneys for the United States in the district nearest to the place of sale: and said receiver shall be responsible for and account to the treasury of the United States for all such moneys so received, the same as for all moneys belonging to the United States; but he shall keep a separate and distinct account of all such moneys, and his certificate or receipt in duplicate shall be given to both the said Whitney and the commissioner of the General Land Office, the same as in case of sales of public lands.

SEC. 16. *And be it further enacted,* That the Secretary of the Treasury shall cause all moneys or funds received under this act to be kept safely in the treasury

of the United States, for the especial purposes of this act, as hereinbefore declared, and separately and distinctly from all moneys or funds belonging to the United States. That he shall report to each session of Congress an accurate account of all moneys or funds received into, and all which may have been paid out of the treasury under, as also the amount in the treasury subject to this act. And he is hereby authorized to pay to the said Whitney from any funds or moneys subject to this act, from time to time, any sum or sums which may be authorized by the certificate from said commissioner that this act has been complied with as hereinbefore declared.

SEC. 17. *And be it further enacted*, That the said Whitney is hereby permitted, if found necessary for the construction of said road and purposes connected with it, to cut timber, get stone, fuel, and other materials from any unsold government lands convenient to said road.

SEC. 18. *And be it further enacted*, That if said Whitney and his assigns shall not, within two years from the passage of this act, locate and survey at least two hundred miles of said road from its eastern terminus, and have commenced the work and completed at least ten miles of the road, it shall be lawful for Congress, and such right is hereby reserved, to repeal this act; and all rights and privileges conferred on said Whitney, his heirs and assigns, shall be forfeited and cease. And if, after having commenced and constructed a part of said road, said Whitney and his assigns shall, without good and sufficient reasons, neglect to prosecute said work, and progress with the construction of said road, for the period of twelve months, Congress reserves the right to revoke all the rights and privileges conferred by this act on said Whitney and his assigns, and to transfer the same to some other person or persons, for carrying out and accomplishing the object contemplated by this act. But in such case, said Whitney and his assigns shall possess and hold such part of the lands set apart for the construction of this road, or the avails thereof, if sold, as the length of the road constructed may entitle him or them to, according to the provisions of this act; and the route for said road shall be located and surveyed from its eastern terminus to the Pacific Ocean, and the road constructed and completed one-third of the whole extent within nine years from the passage of this act; and one other third shall be made and completed within six years thereafter, and the entire road shall be furnished and in a condition for use within twenty-five years from the passage of this act; and on failure of said Whitney and his assigns to complete any of the sections of said road within the period herein specified, without good and sufficient reasons for such neglect, to be judged of by Congress, the same right is reserved to Congress to revoke the rights and privileges conferred on them, and to transfer the same to some other person or persons as aforesaid, the said Whitney and his assigns retaining such part of the lands, or the avails thereof, as they may be justly entitled to from the extent of the road constructed, according to the provisions and requirements of this act; and Congress further reserves the right and power, at any time, to alter or amend this act, as the public interest may require, so far as it can be done without impairing the rights and privileges of said Whitney and his assigns.

APPENDIX.

RESOLUTIONS BY STATE LEGISLATURES.

No. 3.

THE STATE OF INDIANA.

In the year of our Lord one thousand eight hundred and forty-seven.

A JOINT RESOLUTION IN RELATION TO GRANTING LANDS TO MR. WHITNEY, TO ENABLE HIM TO CONSTRUCT A RAILROAD FROM LAKE MICHIGAN TO THE PACIFIC OCEAN.

SECTION 1. *Be it resolved by the General Assembly of the State of Indiana, That our Senators and Representatives in Congress be requested to vote in favor of granting the public lands asked for by Mr. Whitney, to enable him to construct a railroad from Lake Michigan to the Pacific Ocean; and that the Governor be requested to forward a copy of this resolution to each of our Senators and Representatives in Congress.*

ROBERT N. CARNAN,

Speaker of the House of Representatives.

PARIS C. DUNNING,

President of the Senate.

Approved January 28, 1847.

JAS. WHITCOMB.

[Vote unanimous.]

No. 4.

RESOLUTIONS PASSED BY THE LEGISLATURE OF ILLINOIS.

Resolved by the House of Representatives of the State of Illinois, the Senate concurring herein, That we have seen and read with pleasure the very interesting report of our worthy and intelligent Senator Breese, upon the propositions of Mr. Whitney, of New York, on the subject of a railroad from Lake Michigan to the Pacific Ocean, and heartily concur in the sentiments and ideas therein set forth.

Resolved, further, That our Senators and Representatives in Congress be, and they are hereby, requested and instructed to use their influence in sustaining the propositions of Mr. Whitney, which have been submitted to the Congress of the United States for a railroad from Lake Michigan to the Pacific Ocean.

Resolved, That a copy of the above resolutions be transmitted by the Governor of this State to each of our Senators and Representatives in Congress.

NEWTON CLOUD,

Speaker of the House of Representatives.

J. B. WELLS,

Speaker of the Senate.

SECRETARY OF STATE'S OFFICE, Illinois.

I, Horace S. Cooley, Secretary of State, of the State of Illinois, do hereby certify the foregoing to be a true and correct copy of the original resolutions of the Legislature of Illinois, on file in my office.

Witness my hand at Springfield this 1st day of March, A. D. 1847.

H. S. COOLEY, *Sec'y of State.*

[Vote unanimous.]

No. 5.

RESOLUTIONS PASSED BY THE LEGISLATURE OF NEW YORK MAY 7, 1847.

Mr. Beekman called up the question on agreeing to the following resolutions, reported from the railroad committee yesterday:—

Whereas, The geographical position of the United States and her territories, with the Atlantic and Pacific Oceans for its eastern and western boundaries, indicates it as the natural route for the commerce of Asia; and recent political events and passing occurrences tend to give greatly increased importance to that portion of our territory washed by the Pacific Ocean, and the commerce of the sea must very soon become an object of the greatest interest, as well to the industry and trade of the country as to the government and prosperity of the Republic; and whereas, the experience of the present age has conclusively proven that the surest safeguard of a free government is to be found in a well-regulated system of internal commerce, conducted upon cheap and speedy avenues, and that these avenues, as a general thing, are best represented by railroads; and whereas, a railroad from Lake Michigan to Oregon will tend greatly to consolidate the Union of the States, extend the commerce and promote the agricultural interests of the country, while it will enrich the national treasury by bringing to a speedy market, and at advanced prices, its hitherto inaccessible lands; and whereas, the construction of such road can best be accomplished by the plan proposed by Mr. ASA WHITNEY, of New York, of connecting the sale of the public lands with the building of the road: therefore,

Resolved, (if the Assembly concur,) That this Legislature approve of the project of constructing a railroad from Lake Michigan to the Oregon Territory, according to the plan proposed by Mr. Asa Whitney, of the city of New York, and that it recommends the appropriation of the necessary quantity of the public lands situated along the route of the proposed road, for the accomplishment of that object.

Resolved, That our Senators in Congress be instructed, and our Representatives requested, to favor the passage of a law authorizing the granting of such lands for the objects specified in the preceding resolution, and that the Governor be requested to transmit copies of the foregoing preamble and resolutions to our Senators and Representatives in Congress.

[Vote nearly unanimous; but one nay in the Senate, and but thirteen in the House.]

No. 6.

RESOLUTIONS PASSED BY THE LEGISLATURE OF CONNECTICUT.

GENERAL ASSEMBLY, May Session, 1847.

Whereas, The construction of a railroad across the Continent of North America would make the United States the great thoroughfare between Europe and the populous and wealthy empires of Asia,—would greatly facilitate our own intercourse with these regions,—would tend to consolidate our Union, and to give a fresh impulse to our great agricultural, manufacturing, and commercial interests; and whereas, so stupendous a work can only be accomplished under the patronage of the General Government, and the public lands are a fund peculiarly appropriate for defraying the expense of such an undertaking, as a small portion of them would furnish the necessary means and the value of the remainder would be greatly enhanced thereby; and whereas, in our opinion the plan of Mr. Asa Whitney, of New York, in its great outlines, is the only practicable scheme for the accomplishment of this grand undertaking;—therefore—

1. *Resolved by this Assembly*, That we cordially approve of the great features of the plan of Mr. Whitney, for the construction of a railroad from Lake Michigan to the Pacific Ocean, from the avails of a portion of the public lands; and we earnestly recommend the measure to the favorable consideration of the General Government.

2. *Resolved*, That the Senators and Representatives of this State in Congress, be and they are hereby requested to give this plan their prompt attention and support.

3. *Resolved*, That His Excellency the Governor be, and he is hereby requested to transmit a copy of these resolutions to the Executive of each State in the Union, and

a like copy to the Senators and members of the House of Representatives from this State in the Congress of the United States.

SENATE, May 25th, 1847—Passed.

J. H. HOLCOMB, *Clerk.*

HOUSE OF REPRESENTATIVES, May 25th, 1847—Passed.

F. BACON, *Clerk.*

Approved, May 26th, 1847.

C. BISSELL.

OFFICE OF THE SECRETARY OF STATE, *Hartford, July 30, 1847.*

I hereby certify that the above is a true copy of record in this office.

JOHN B. ROBERTSON, *Sec'y of State.*

[Vote unanimous.]

No. 7.

RESOLUTIONS PASSED BY THE LEGISLATURE OF MAINE.

Resolved, That a railroad from Lake Michigan to the Pacific coast, is highly desirable, and if practicable, should be constructed. Such a work would open a vast and unbroken wilderness for improvement and cultivation—would unite and bind together the people of the Atlantic and Pacific slopes, by connecting their interests and associations—would extend our commerce, advance the welfare of our manufactures, and elevate the dignity of man.

Resolved, That in our opinion, the best if not the only plan by which so stupendous a work can be accomplished, is to appropriate and set apart the public lands along the line of the same, and to pledge the proceeds of sale to that object, thus making the sale and settlement of these lands subservient to this great enterprise.

Resolved, That the plan of Asa Whitney, Esquire, of New York, as explained by himself, meets our cordial approval, and we concur in recommending it.

Resolved, That our Senators and Representatives in Congress be requested, by their votes and acts, to promote said object, by granting the right and power to Asa Whitney, Esquire, to construct said road, if practicable, and to pledge the public lands along the line of said work, to erect the same in such manner as will promote and secure the rights and interests of the whole Union, and best serve to accomplish the desired results.

Resolved, That the governor cause copies of these resolutions to be furnished to the governors of each of the States respectively, and also to each of our Senators and Representatives in Congress.

IN HOUSE OF REPRESENTATIVES, June 8, 1847.

Read and passed.

H. D. MCCLELLAN, *Speaker.*

IN SENATE, June 10, 1847.

Read and passed.

JOHN HODGDON, *President.*

Approved, June 14, 1847.

JOHN W. DANA.

SECRETARY'S OFFICE, *Augusta, June 15, 1847.*

I hereby certify that the foregoing is a true copy of the original, deposited in this office.

EZRA B. FRENCH, *Sec'y of State.*

[Unanimous vote in the Senate and 3 yeas in the House.]

No. 8.

RESOLUTIONS PASSED BY THE LEGISLATURE OF NEW HAMPSHIRE.

IN SENATE, Friday, June 11, 1847.

Mr. Lane, by leave, submitted the following preamble and resolutions :—

Whereas, Our geographical position in the centre of the globe, with a population of 250,000,000, on the one side, and the Pacific Ocean little more than 5,000 miles to Asia, with 700,000,000 of souls on the other side, and nearly all on the same belt of the globe, indicates our continent as the natural route for the commerce and intercourse between Europe and Asia, and the construction of a railroad from Lake Michigan to the Pacific would be the best and surest means of communication between the two oceans, forming a cheap and speedy intercourse and commercial interchanges, and securing forever to us the markets of, and carrying trade with, Japan, the vast empire of China, of all India, and of all the islands of the Pacific and Indian Oceans; would connect us with, and bind us to, Oregon and the Pacific Ocean; would rapidly and profitably develop our inexhaustible agricultural, mineral, and manufacturing resources; would be of immense political importance, tending to consolidate and bind together our Union; would increase our commerce, and, by bringing into the market, and making useful and acceptable for agricultural purposes, land hitherto too remote to be of value, must necessarily give a vast increase to the wealth, power, and financial resources of our country; therefore—

Resolved, by the Senate and House of Representatives, in General Court convened, That this Legislature approves of the project of constructing a railroad from Lake Michigan to the Pacific Ocean, according to the plan and route proposed by Mr. Asa Whitney, of New York; and that we earnestly recommend the subject to the favorable and immediate action of Congress.

Resolved, That our Senators in Congress be instructed, and our Representatives requested, by their action in their respective bodies, to favor and advance said project by all proper and constitutional means and measures.

Resolved, That His Excellency the Governor be requested to transmit a copy of the foregoing preamble and resolutions to the Governor of each of the several States of the Union, and to each of our Senators and Representatives in the Congress of the United States.

The foregoing preamble and resolutions having been read, unanimously passed.

Attest: JOHN H. GEORGE, *Clerk of the Senate*.

The foregoing is a copy of resolutions which unanimously passed the Senate of New Hampshire. One gentleman of the House of Representatives having taken ground calculated to give the project a party tendency, Mr. Whitney at once requested the stay of further proceedings. Divested of that character, we cannot doubt the expression of that body would have been equally united with that of the Senate, elected by the people of the State annually in districts.

ISAAC HILL.
CYRUS BARTON.

CONCORD, NEW HAMPSHIRE, November 11, 1847.

No. 9.

RESOLUTIONS PASSED BY THE LEGISLATURE OF VERMONT, OCT. 19 AND 20, 1847.

Mr. Converse, from the joint select committee of both Houses, reported the following resolutions :—

Resolved, by the Senate and House of Representatives, That the plan of Asa Whitney, Esq., of New York, as explained by himself, for a railroad from some point on Lake Michigan to the Pacific Ocean, meets our cordial approval, and we concur in recommending the same.

Resolved, That our Senators and Representatives in Congress be requested, by their votes and acts, to promote said object by granting the right and power to Asa Whitney, Esq., to construct said road, and to pledge the public lands along said contem-

plated route for the purpose of constructing said road in such manner, and under such regulations, as Congress shall consider will best promote and secure the rights and interests of the whole Union, and best accomplish the desired result.

Resolved, That the governor cause copies of these resolutions to be furnished to the governors of the several States respectively, and to each of our Senators and Representatives in Congress.

[Unanimous vote of both Houses.]

No. 10.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

IN GENERAL ASSEMBLY, *October Session, A. D. 1847.*

Resolved, That a railroad from Lake Michigan to the Pacific coast is highly desirable, and if practicable, should be constructed. Such a work would open a vast, unbroken wilderness for improvement and cultivation—would unite and bind together the people of the Atlantic and Pacific slopes, by connecting their interests and associations—would extend our commerce, advance the welfare of manufactures, and elevate the condition of man.

Resolved, That, in our opinion, an expedient plan by which so stupendous a work can be accomplished, is to appropriate, and set apart, the public lands along the line of the route, so that the sale and settlement thereof may be connected with the construction of the work.

Resolved, That the plan of Asa Whitney, of New York, as explained to us by himself, appears to be feasible, meets our approval, and we concur in recommending it to the favorable consideration of Congress.

Resolved, That the governor cause copies of these resolutions to be forwarded to the Governor of each of the States respectively, and also to each of our Senators and Representatives in Congress.

True copy,

HENRY BOWEN, *Secretary.*

[Senate unanimous and one nay in the House.]

No. 11.

RESOLUTIONS PASSED BY THE LEGISLATURE OF GEORGIA, NOV. 19, 1847.

Mr. Bartow, from the special committee to whom was referred the resolutions of the House for the appointment of a joint committee to consider what action may be had by the General Assembly upon the project of Mr. Whitney to connect the Atlantic with the Pacific Ocean by railroad, have had the same under their consideration, and report the following resolutions for the action of the General Assembly:—

Whereas, The construction of a railroad across the continent of North America would make the United States the great highway between Europe and the populous and wealthy empire of Asia—would greatly facilitate our own intercourse with these regions—would tend to consolidate our Union, and to give a fresh impulse to our great agricultural, manufacturing, and commercial interest; *and whereas*, this stupendous work can be accomplished, and the public lands constitute a fund peculiarly appropriate for defraying the expenses of such an undertaking, as a small portion of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney, of New York, in its great outlines is, in our opinion, the only practicable scheme for the accomplishment of this grand undertaking, which should be commenced as soon as possible; therefore—

Be it resolved by the Senate and House of Representatives in General Assembly convened, That they cordially approve of the great features of Mr. Whitney's plan for the construction of a railroad from Lake Michigan to the Pacific Ocean from the avails of a portion of the public lands, and can earnestly recommend the measure to the early and favorable consideration of the General Government.

Resolved, That the Senators and Representatives of this State in Congress be, and they are hereby requested, to give this measure their prompt attention and support.

[A large majority in the House and only two nays in the Senate.]

No. 12.

RESOLUTIONS OF MR. A. WHITNEY'S PLAN OF A RAILROAD TO CONNECT THE ATLANTIC AND PACIFIC OCEANS.

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with these regions—would tend to consolidate our union—would connect and bind Oregon and the Pacific coast to us, and would give a fresh impulse to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished, and the public lands constitute a fund appropriate for defraying the expenses of such an undertaking—as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney of New York, in its great outlines, is, in our opinion, the only practicable scheme for the accomplishment of this great undertaking, which should be commenced as soon as practicable; therefore—

Resolved, by the General Assembly of Tennessee, That they approve of Mr. Whitney's plan, as explained by himself to them, of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress.

2. *Resolved*, That the Senators and Representatives of this State in Congress be, and they are hereby requested to give this measure their prompt attention and support.

3. *Resolved*, That His Excellency the Governor be, and he is hereby requested to transmit a copy of these resolutions to the Executive of each State in the Union, and a like copy to the Senators and Members of the House of Representatives from this State in the Congress of the United States.

F. BUCHANAN,
Speaker of the House of Representatives.
J. M. ANDERSON,
Speaker of the Senate.

Passed December 1st, 1847.

STATE OF TENNESSEE, DEPARTMENT OF STATE,
Nashville, December 25th, 1847.

I, William B. A. Ramsey, Secretary of State, do hereby certify the foregoing to be a full and true copy of the resolutions passed by the General Assembly of said State, as appears from the original now on file in my office.

W. B. A. RAMSEY, *Sec'y of State.*

[Vote unanimous, both Houses.]

No. 13.

RESOLUTIONS BY THE LEGISLATURE OF ALABAMA.

Whereas, the construction of a railroad across the continent of America, from Lake Michigan to the Pacific Ocean, would make the United States the great commercial highway between Europe and the populous and wealthy empires of Asia—would facilitate our intercourse with those nations—would make us carriers of the world's commerce, and incalculably increase our naval power—would connect and bind Oregon and the Pacific coast to us, and consolidate our union—would enhance the value of our cotton by multiplying consumers, in a region beyond its production, and would give a fresh impulse to agricultural, manufacturing, and commercial interests generally; *and whereas*, this great enterprise, in the plan originated by Mr. Asa Whitney of New York, seems not impracticable; *and whereas*, the splendid anticipations associated with the probable results would seem to justify the most cautious in encouraging an experiment that at worst can bring do considerable public detriment; therefore—

1. *Be it resolved*, by the Senate and House of Representatives of the State of Alabama, in General Assembly convened, That we approve of Mr. Whitney's plan of constructing a railroad from Lake Michigan to the Pacific Ocean, from an application of the public lands on its line, connecting the sale and settlement of the lands with the

building of the road, and in the end paying to the government sixteen cents per acre for all the lands set apart for this work, making it an individual enterprise, but under the control of Congress for regulating and fixing the tolls of said road, only adequate to its management and repairs, and reserving the right to any of the States, with the assent of the intermediate States, to connect with the same.

2. *Resolved, further*, That the immediate prosecution of this enterprise be recommended to the favorable consideration of our Senators and Representatives in Congress.

3. *Resolved*, That His Excellency the Governor be requested to transmit to our Senators and Representatives in Congress, and to the Executives of the several States, copies of these resolutions.

JOHN A. WINSTON,
President of the Senate.
L. P. WALKER,
Speaker of the House of Representatives.

STATE OF ALABAMA, DEPARTMENT OF STATE,
Montgomery, February 9th, 1848.

I, William Garrett, Secretary of State, do hereby certify the foregoing to be a true copy of a preamble and resolutions passed by the General Assembly of said State, as appears from the original now on file in my office.

W. GARRETT, *Sec'y of State.*

[A large majority in the House, and but 3 nays in the Senate.]

No. 14.

RESOLUTIONS PASSED BY THE LEGISLATURE OF MARYLAND.

BY THE HOUSE OF DELEGATES, *January 26, 1848.*

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with those regions—would tend to consolidate our union—would connect and bind Oregon and the Pacific Coast to us, and would give a fresh impulse to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished, and the public lands constitute a fund appropriate for defraying the expenses of such an undertaking, as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney of New York, in its great outlines, is in our opinion feasible for the accomplishment of this great undertaking, which should be commenced as soon as practicable; therefore—

Resolved, by the General Assembly of Maryland, That we approve of Mr. Whitney's plan, as explained by himself to us, of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress.

Resolved, That we recommend this measure to the favorable consideration of our Senators and Representatives in Congress.

Resolved, That His Excellency the Governor be, and is hereby requested to transmit a copy of these resolutions to the Executive of each State in the Union, and a like copy to the Senators and Members of the House of Representatives from this State in Congress.

By order,

GEO. G. BREWER, *Clerk.*

True Copy—Test,

RICH'D. W. GILL, *Clerk,*
Court of Appeals, W. S.

[Vote unanimous.]

No. 15.

RESOLUTIONS PASSED BY THE LEGISLATURE OF NEW JERSEY.

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with those regions—would connect and bind Oregon and the Pacific Coast to us, and would give a fresh impetus to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished by the public lands being constituted a fund for defraying its expense, a small part of them only being required to furnish the means, and the value of the remainder greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney of New York, in its outlines, is, in our opinion, the only practicable scheme for the accomplishment of this great undertaking, which should be commenced as soon as practicable; therefore—

Resolved, by the Senate, (the House of Assembly concurring,) That the Legislature of New Jersey approve of Mr. Whitney's plan, as explained by himself to them, of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress; and we earnestly recommend its adoption and the measure to the early and favorable consideration and action of Congress.

2. *Resolved*, That the Senators and Representatives of this State in Congress be, and they are hereby requested to give this measure their prompt attention and support.

3. *Resolved*, That His Excellency the Governor be, and he is hereby requested to transmit a copy of these resolutions to the Senators and Representatives of this State in the Congress of the United States.

Passed February 8, 1848.

STATE OF NEW JERSEY.

I, Charles G. McChesny, Secretary of State of the State of New Jersey, do hereby certify, that the foregoing is a true copy of concurrent resolutions, passed by the Legislature of this State, February 8, 1848, as taken from, and compared with the original, now on file in my office.

In testimony whereof, I have hereunto set my hand, and affixed my official seal, at Trenton, in said State, this twenty-sixth day of February, A. D. one thousand eight hundred and forty-eight.

CHARLES G. MCCHESNEY, *Sec'y of State*.

[Vote unanimous—both Houses.]

No. 16.

PREAMBLE AND RESOLUTIONS RELATIVE TO ASA WHITNEY'S PLAN FOR A RAILROAD TO THE PACIFIC.

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our intercourse with these regions—would consolidate the interests of our union—would connect and bind Oregon and the Pacific Coast to us, and would give a fresh impetus to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished by an appropriation and sale of the public lands, which constitute a fund applicable for defraying the expenses of the undertaking, as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney of New York, in its great outlines, is, in our opinion, the only practicable scheme for the accomplishment of this great undertaking, which should be commenced without delay; therefore—

Be it resolved, by the General Assembly of the State of Ohio, That we approve of Mr. Whitney's plan, as explained by himself to us, of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation and sale of the public land on its line, connecting the sale and settlement of the land with the building of the road, making it an individual enterprise, still under the control of Congress, and we earnestly recommend its adoption and the measure to the early and favorable consideration and action of Congress.

Be it resolved, That our Senators and Representatives in Congress be, and they are hereby requested to give this measure their prompt attention and support.

Be it resolved, That His Excellency the Governor be, and he is hereby requested to transmit a copy of these resolutions to the Executives of each of the States in the Union, and a like copy to the Senators and Members of the House of Representatives from this State in the Congress of the United States.

JOSEPH H. HAWKINS,

Speaker of the House of Representatives.

CHARLES B. GODDARD,

Speaker of the Senate.

February 18, 1840.

[House unanimous—8 majority in the Senate.]

No. 17.

RESOLUTIONS BY THE LEGISLATURE OF KENTUCKY.

[Passed by unanimous vote—no copy.]

No. 18.

RESOLUTIONS PASSED BY THE LEGISLATURE OF PENNSYLVANIA, MARCH 2
AND 3, 1848.

Mr. Johnston, of Armstrong, offered the following joint resolution relative to Asa Whitney's plan for a railroad to the Pacific:—

Whereas, the construction of a railroad across the continent of North America, would make the United States the great highway between Europe and the populous and wealthy empires of Asia—would greatly facilitate our own intercourse with those regions—would consolidate the interest of our union—would connect Oregon and the Pacific Coast with the Atlantic, and would give a fresh impetus to our great agricultural, manufacturing, and commercial interests; *and whereas*, this stupendous work can be accomplished by an appropriation and sale of the public lands, which would constitute a fund applicable for defraying the expenses of the undertaking, as a small part of them would furnish the means, and the value of the remainder would be greatly enhanced thereby; *and whereas*, the plan of Mr. Asa Whitney, of New York, in its outlines, is, in our opinion, the only practicable scheme for the accomplishment of this great undertaking, which should be commenced without delay; therefore—

SEC. 1. *Be it resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met*, That we approve of Mr. Whitney's plan of constructing a railroad from Lake Michigan to the Pacific Ocean, from an appropriation and sale of the public lands on its line, connecting the sale and settlement of the lands with the building of the road, making it an individual enterprise, still under the control of Congress; and we earnestly recommend the measure and the adoption of his plan to the early and favorable consideration and action of Congress.

SEC. 2. *Be it resolved*, That our Senators and Representatives in Congress be, and they are hereby requested to give this measure their prompt attention and support.

SEC. 3. *Be it resolved*, That the Governor be, and he is hereby requested to transmit a copy of these resolutions to our Senators and Members of the House of Representatives in the Congress of the United States.

[Only 1 nay in the Senate, and but 14 in the House.]

No. 19.

RESOLUTIONS BY THE LEGISLATURE OF MICHIGAN.

[By unanimous vote—no copy.]

No. 20.

RESOLUTIONS BY THE LEGISLATURE OF NORTH CAROLINA.

[Passed the House by a very large majority—no copy.]

No. 21.

RESOLUTIONS PASSED BY THE LEGISLATURE OF PENNSYLVANIA, MARCH 27, 1849.

Mr. King, on leave, read in place joint resolutions relative to Mr. Asa Whitney's plan of constructing a railroad from Lake Michigan to the Pacific Ocean.

On motion of Mr. King, the said resolutions were taken up, and read a second and third time and passed unanimously. They are as follows:—

Whereas, the construction of a railroad directly across the continent to the Pacific Ocean, has become of paramount importance, as the only means of connecting us with our vast and valuable possessions on that coast, now so remote, and communication so difficult, expensive, and dangerous, that without the means of rapid intercommunication which a railroad only can produce, it is greatly to be feared that a separation must take place, and they form a separate independent nation, and as the means of securing to us forever the vast commerce of all Asia.

And whereas, the plan of Mr. Asa Whitney, of New York, for the construction of this great highway, is, in our opinion, the only practicable scheme for the accomplishment of this stupendous enterprise, the only plan which would not involve constitutional, sectional, and other questions and difficulties sure to impede, check, and finally stop the progress of the work. And, as it is deeply to be regretted that Congress did not find time to act upon this subject, so fraught with interest to the whole United States, and the more to be regretted because the lands on the first parts of the route, with the *only* timber and other facilities for the settlement of the almost entire line of the road, is fast being taken up by settlers, and it is feared will soon defeat the great work forever; therefore—

Resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, That we cordially approve of Mr. Whitney's plan for the construction of a railroad from Lake Michigan, or the Mississippi River, to the Pacific Ocean, and earnestly recommend its immediate adoption by Congress.

Resolved, That Mr. Whitney is entitled to the approbation and continued support of this Legislature, for his energy and perseverance for the accomplishment of this greatest of works; and it is our hope that his efforts will be continued to its complete success.

Resolved, That our Senators and Representatives in Congress be, and they are hereby requested to give this measure their prompt co-operation and support.

Resolved, That the Governor be, and he is hereby requested to transmit a copy of these resolutions to our Senators and Members of the House of Representatives in the Congress of the United States.

RESOLUTIONS BY PUBLIC MEETINGS, ETC.

No. 22.

RESOLUTIONS PASSED AT A CONVENTION HELD AT BENTON, MISSISSIPPI, NOVEMBER 8, 1845.

Resolved, That it is the opinion of this meeting that, as Mr. Whitney proposes to construct a railroad from the Lakes to the Pacific, provided Congress will make him a grant of wild and otherwise useless land on the route, which lands are to revert to Congress if the road is not completed, in view of the immense benefit it will be, not only to the West and South, but the whole Union, and, we may add, even the whole world, it is our opinion the Convention should urge upon Congress the propriety of making said grant at their ensuing session.

No. 23.

PUBLIC MEETING AT JEFFERSON, INDIANA.

At a meeting of the citizens of Jeffersonville, held Dec. 22, 1845, in the Baptist Church, on motion, Wm. C. Cross, Esq., was elected President; Alexander Christian, Esq., and Capt. A. Miller, Vice-Presidents; and Jno. Mitchell, Esq., and Capt. Daniel Trotter, Secretaries. Upon motion of Dr. A. Evans, the following preamble and resolutions, after considerable discussion, were adopted by a large majority:—

Whereas, In a memorial submitted to the last Congress, on the 28th January, 1845, Mr. Asa Whitney, of the State of New York, proposes to construct a railroad from Lake Michigan to the Pacific Ocean, out of the proceeds of the sales of the public domain, thirty miles on each side of the route of the road which, when completed, will have settled the unoccupied lands of the North-west, and those of the Oregon Territory; will facilitate and greatly increase our commerce with the Pacific coast, of Mexico, and South America, with all the islands of the Pacific—with Japan, China, Manilla, Australia, and all India; will afford our government, on the State roads which will be made to connect with it, and on the rivers which it will cross, the means of transporting troops, in a period of a few days, from one part of the nation to any other the most distant; will make Europe tributary to us for her great East India commerce; will strengthen the bonds of our Federal Union, link together the East and the West, and, by connecting roads, the North and South, and harmonize all our interests; will assist in the dissemination of the great truths of Liberty and Christianity; and will promote, more than any other means, the missionary cause amongst a heathen population of 600,000,000 of souls; therefore be it

Resolved, That this meeting recommend the Hon. Thomas I. Henley, Representative in Congress of this district, to give this subject his careful consideration, and render it his support when Congress shall act upon it.

Resolved, That this meeting request each of the other Representatives in Congress, of the State of Indiana, to give his attention and support to this great national subject.

Resolved, That a copy of the proceedings of this meeting, signed by its officers, be transmitted to each of the Senators and Representatives in Congress of the State of Indiana.

WILLIAM CROSS, *President*.

ALEX. CHRISTIAN, } *Vice-Presidents.*
A. MILLER, }

DANIEL TROTTER, } *Secretaries.*
JNO. MITCHELL, }

No. 24.

THE GREAT PACIFIC RAILROAD.

Last evening there was a very large and respectable meeting of our citizens at the rooms of the Board of Trade, which was specially convened for the purpose of hearing an explanation from Asa Whitney, Esq., of his project to connect the Atlantic and Pacific Oceans by a railroad. Mr. Whitney's remarks were listened to with marked attention, and we feel certain that he convinced those present that his scheme is both plausible and practicable. Judge Shaler eloquently addressed the meeting at considerable length in favor of the railroad, and was followed by the Hon. Walter Forward, who also spoke in favor of the work in his usual forcible and felicitous style. A number of persons present made remarks, and propounded questions to Mr. Whitney, which were readily and satisfactorily answered. It will be seen that a committee was appointed to prepare a memorial, to be signed by our citizens, urging Congress to take action on the subject at the approaching session of that body. We trust that an expression of public sentiment will go forth from Pittsburgh, which will show to the world that our citizens take a deep interest in this magnificent railroad, which was appropriately denominated by Mr. Forward "*the seventh wonder of the world.*"

SPECIAL MEETING OF THE BOARD OF TRADE.

Tuesday evening, October 20, 1846.

(Extract from the Minutes.)

The Board was organized by the President, Mr. Thomas Bakewell, who introduced Mr. Asa Whitney, of New York, the proprietor of a continuous railroad, to connect the Atlantic with the Pacific Ocean.

Mr. Whitney then addressed the Board, and presented fully his plan, showing its feasibility, and asked the co-operation of the citizens of Pittsburgh and its vicinity in petitioning Congress for the passage of a law to carry out his project.

Mr. Bigham addressed the Board, and offered the following resolution, which was adopted:—

Resolved, That a committee of five be appointed to prepare a report and memorial to Congress, on the project of Mr. Asa Whitney, to connect the Atlantic and the Pacific by a continuous railroad.

The following named gentlemen were appointed that committee, viz:—

Hon. Harmer Denny, Hon. Chas. Shaler, T. J. Bigham, Esq., Wm. J. Totten, Esq., and Wilson McCandless, Esq.

Hon. Chas. Shaler addressed the Board at some length, and moved the following resolution, which was unanimously adopted:—

Resolved, That, as citizens of Pittsburgh, we feel a great interest in the subject of Mr. Whitney's project, and do recommend to Congress a favorable and speedy action on the subject.

Hon. Walter Forward, being called upon, addressed the Board, and eloquently advocated the magnificent scheme of Mr. Whitney.

On motion of John Bigler, Esq., it was

Resolved, That a committee of three be appointed to take suitable measures to obtain signatures to the memorial to be prepared to Congress, in accordance with the resolution first adopted.

Messrs. John Bigler, Geo. A. Bayard, and Andrew Wylie, Jr., were appointed.

On motion, it was

Resolved, That the proceedings be published in the city papers.

Attest:

J. HARPER,

Clerk of the Directors of the Board of Trade.

No. 25.

PROCEEDINGS OF A PUBLIC MEETING AT CINCINNATI, OCT. 13, 1846.

Pursuant to call, a large number of citizens convened at Exchange Hall, on Tuesday evening, to take some action with reference to Mr. A. Whitney's scheme of constructing a railroad from Lake Michigan, through the North-western Territory and Oregon, to the Pacific Ocean. James C. Hall, President of the Chamber of Commerce, took the Chair, and W. D. Gallagher acted as Secretary.

After the objects of the meeting had been stated from the Chair, Mr. Whitney was introduced to the assemblage, and proceeded at much length to describe his scheme, and state the reasons which gave him entire confidence in its practicability. He was listened to with close attention, and evidently succeeded in interesting all present in his project.

At the close of Mr. Whitney's address, on motion of W. R. Morris, Esq., the Chair was requested to appoint a committee of twenty persons to report resolutions for the consideration of the meeting. The following gentlemen were appointed, viz:—

Wm. R. Morris, Judge Wright, N. W. Thomas, E. Case, Jr., J. D. Taylor, James A. Ewing, Josiah Lawrence, John Brough, John Kilgour, S. H. Goodin, Samuel Fosdick, Griffin Taylor, Timothy Walker, Jed. Banks, Charles Stetson, John P. Foote, George Carlisle, E. D. Mansfield, A. Harkness, George Graham.

The committee retired, and while they were absent Mr. Whitney responded to various questions that were asked him, with many additional facts and arguments of an interesting character. After being out about half an hour, the committee returned and reported the following resolutions, which were adopted unanimously:—

Resolved, That as citizens of Ohio, we feel a deep interest in the success of Mr. Asa Whitney's project of a railroad from Lake Michigan to the Pacific Ocean, and that we earnestly recommend this enterprise to the early attention of Congress.

Resolved, That a committee of five be appointed to prepare a memorial to Congress on this subject.

Resolved, That the officers of the Chamber be instructed to forward to the Senate and House of Representatives of Congress, copies of the proceedings of this meeting, and also to forward copies to each of the Senators and Representatives from the State of Ohio.

After the adoption of the resolutions, Mr. E. Case addressed the meeting in favor of the projected road, expressing without reserve his belief in the feasibility of the enterprise, and indulging in glowing pictures of the future of the great valley of the Mississippi.

The following gentlemen were appointed, pursuant to the tenor of the second resolution, to draft a memorial to Congress upon the subject of Mr. Whitney's scheme:—

Edward D. Mansfield, John Kilgour, John P. Foote, Eliphalet Case, Jr., George Carlisle.

On motion the meeting adjourned.
W. D. GALLAGHER, *Secretary*.

JAS. C. HALL, *Chairman*.

No. 26.

OREGON RAILROAD MEETING.

LOUISVILLE, *Saturday, November 7, 1846.*

At a meeting of the citizens of Louisville, convened at the Court-House, on Wednesday evening, the 5th November, 1846, to consider the proposed construction of a railroad from Lake Michigan to the Pacific Ocean,

On motion of the Hon. Wm. P. Thomasson, Henry Pirtle, Esq., was called to the Chair, and N. Wolf appointed Secretary.

Mr. Thomasson, after a few appropriate remarks in relation to the importance of the subject which the meeting was called to consider, introduced Asa Whitney, Esq., who in a lucid manner explained the practicability of the scheme and urged the speedy commencement of the work.

The meeting was also addressed by Messrs. Guthrie and Graves, and on motion of Mr. Guthrie the following resolutions were unanimously adopted:—

Resolved, That the proposition of Asa Whitney, Esq., to construct a railroad from Lake Michigan to the Pacific Ocean, is entitled to the enlightened consideration of Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a railroad communication at the earliest practicable period, and that the public lands are a national fund, properly applicable to this great national object.

Resolved, That a committee of twelve be appointed to memorialize Congress on this subject, and to procure the signatures of such citizens as favor the project.

The committee appointed by the Chair in pursuance of the third resolution, consists of the following gentlemen:—

James Guthrie, P. Butler, George Page, John Irwin, Wm. J. Graves, C. M. Thruston, T. T. Shreve, Thos. Jones, Jacob Walter, Wm. E. Glover, G. W. Anderson, Chapman Coleman.

On motion the meeting adjourned.
N. WOLFE, *Secretary*.

H. PIRTLE, *President*.

No. 27.

PROCEEDINGS OF A PUBLIC MEETING AT ST. LOUIS, NOV. 17, 1846.

PACIFIC RAILROAD MEETING.—A large number of our business men last evening, notwithstanding the inclemency of the weather, assembled at the rotunda of the Court-House to hear Asa Whitney, Esq., explain his grand scheme of a railroad to the Pacific.

On motion of Mr. Shreve, Judge Gamble was appointed Chairman of the meeting, and John S. Robb, Secretary. After Mr. Whitney had concluded, L. V. Bogy, Esq., addressed the meeting upon the importance of such a communication, and moved that a committee of five be appointed to draft resolutions expressive of the sense of the meeting; whereupon the following gentlemen were appointed by the Chair:—

Messrs. Bogy, Cady, Shreve, Dr. J. W. Hall, and T. Larkin.

The following resolutions were submitted by the chairman of the committee, and unanimously passed by the meeting:—

Resolved, That the proposition of Asa Whitney, Esq., to construct a railroad from Lake Michigan to the Pacific Ocean, is entitled to the enlightened consideration of Congress, and of the people of the United States.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a railroad

communication at the earliest practicable period, and that the public lands are a national fund, properly applicable to this great national object.

Resolved, That a committee of twelve be appointed to memorialize Congress on this subject, and to procure signatures for that purpose.

On motion, the following gentlemen were appointed a committee for the purpose mentioned in the last resolution:—

Messrs. P. G. Camden, Louis V. Bogy, C. C. Cady, Thomas H. Larkin, D. D. Page, Henry L. Patterson, William Milburn, John O'Fallon, J. M. Field, S. F. Nidelet, H. M. Shreve, and William Carr Lane.

No. 28.

RESOLUTIONS OF A PUBLIC MEETING AT TERRE-HAUTE, INDIANA, NOV. 19, 1846.

A large and respectable meeting of the citizens of Vigo county was held at the Court-House, in Terre-Haute, on Thursday evening, the 19th of November, 1846, to consider the projected construction of a railroad from Lake Michigan to the Pacific Ocean.

On motion of Thos. Dowling, Esq., Col. John Adair was called to the Chair, and W. K. Edwards appointed Secretary.

The Chairman, after explaining the object of the meeting, introduced Asa Whitney, Esq., who demonstrated the feasibility of the scheme and urged its early commencement.

R. W. Thompson, Esq., then addressed a few remarks to the meeting, and offered the following resolutions, which were unanimously adopted:—

Resolved, That, as citizens of Indiana, we feel a deep interest in the success of Mr. Asa Whitney's project of a railroad from Lake Michigan to the Pacific Ocean, and that we earnestly recommend the enterprise to the favorable and immediate action of Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a railroad communication at the earliest practicable period, and that the public lands are a national fund properly applicable to this great national object, and the plan proposed by Mr. Whitney, plain, simple, and feasible.

Resolved, That the officers of this meeting be instructed to forward to the Senate and House of Representatives in Congress, copies of the proceedings of this meeting, and also to forward copies to each of the Senators and Representatives from the State of Indiana.

Resolved, That the Legislature of this State be requested, in their legislative capacity, to recommend this subject to the favorable action of Congress.

Resolved, That a committee of five be appointed to draft a memorial to Congress on this subject, and to procure signatures thereto.

The committee appointed by the Chair in pursuance of the last resolution, consists of the following gentlemen:—R. W. Thompson, Thos. Dowling, Jas. T. Moffatt, S. G. Dodge, and J. H. Henry.

On motion the meeting adjourned.

JOHN ADAIR, *Chairman*.

W. K. EDWARDS, *Secretary*.

No. 29.

PUBLIC MEETING AT INDIANAPOLIS.

[Resolutions same as at Terre-Haute.]

No. 30.

PROCEEDINGS OF A PUBLIC MEETING AT DAYTON, OHIO, NOV. 26, 1846.

OREGON RAILROAD.—A very large number of our citizens attended on Tuesday evening, at the City Hall, for the purpose of hearing Mr. A. Whitney explain his great project of a railroad from Lake Michigan to the Pacific Ocean. The meeting was regularly organized by the appointment of Jonathan Harshman, President; H. Gebhart and Edwin Smith, Vice-Presidents; and Messrs. Collins and Macracon, Secretaries.

Mr. Whitney was then introduced to the audience, when he proceeded to illustrate the importance of constructing his proposed road, and the bearing it would have towards controlling the commerce of the entire world. He represented the United States as the centre of all commerce, and showed conclusively that across our continent must, in a few years, be conducted the immense trade between Europe and China, Australia, and the Islands of the Pacific. As his remarks have been published at length in many places, we shall not now follow him further. At the conclusion of his remarks the following resolutions were passed:—

Resolved, That, as citizens of Ohio, we feel a deep interest in the success of Mr. Asa Whitney's project of a railroad from Lake Michigan to the Pacific Ocean, and that we earnestly recommend the enterprise to the favorable consideration and immediate action of Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a railroad communication at the earliest practicable period, and that the public lands are a national fund properly applicable to this great national object, and that the plan of Mr. Whitney is plain, simple, and feasible, and we recommend its immediate adoption.

Resolved, That the officers of this meeting be instructed to forward to the Senate and House of Representatives of Congress copies of the proceedings of this meeting; also, to forward copies to each of the Senators and Representatives from the State of Ohio.

Resolved, That the Legislature of this State, in its legislative capacity, be requested to recommend this great subject to the early and favorable action of Congress.

Resolved, That a committee of three be appointed to prepare a memorial to Congress on this subject, and to procure signatures thereto.

The Chair appointed John G. Lowe, T. J. S. Smith, and Daniel Backel said committee.

A resolution of thanks to Mr. Whitney, for his able and eloquent address, was then unanimously passed, and the meeting separated.

No. 31.

PROCEEDINGS OF A PUBLIC MEETING AT COLUMBUS, OHIO, NOV. 26, 1846.

OREGON RAILROAD MEETING.—In pursuance of notice, a meeting of the citizens of Columbus, Ohio, convened in the United States Court-House, Nov. 26th, 1846.

On motion of Mr. John Noble, Mr. Samuel Medary was appointed President, and Walter Thrall, Secretary.

Mr. Medary, in a few words, stated the object of the meeting, and introduced Mr. Asa Whitney to the audience.

Mr. W., with the aid of a large map, introduced the subject of making a railroad from Lake Michigan to the Pacific Ocean in a sensible speech of about one hour, stating some of the great objects of the road, the feasibility of it, and the importance of its being commenced immediately.

After he closed, on motion of Mr. T. Griffith, a committee of three was appointed to prepare resolutions expressive of the sense of this meeting in relation to this road. Mr. T. Griffith, Joseph Sullivan, and Dr. R. Thompson were appointed, who offered the following resolutions, which, they said, they found had been adopted in another similar meeting, which met their views, and, for want of time to prepare others, they recommended, and which, by the meeting, were unanimously adopted:—

Resolved, That, as citizens of Ohio, we feel a deep interest in the success of Mr. Asa Whitney's project of a railroad from Lake Michigan to the Pacific Ocean, and that we earnestly recommend the enterprise to the favorable consideration and immediate action of Congress.

Resolved, That the Atlantic and Pacific Oceans ought to be connected by a railroad communication at the earliest practicable period—and that the public lands are a national fund properly applicable to this great national object—and that the plan of Mr. Whitney is plain, simple, and feasible, and we recommend its immediate adoption.

Resolved, That the officers of this meeting be instructed to forward to the Senate and House of Representatives of Congress, copies of the proceedings of this meeting; and also to forward copies to each of the Senators and Representatives from the State of Ohio.

Resolved, That the Legislature of this State, in its legislative capacity, be requested to recommend this great subject to the early and favorable action of Congress.

Resolved, That a committee of three be appointed to prepare a memorial to Congress on this subject, and to procure signatures thereto.

The same persons were appointed a committee to prepare a memorial to Congress, and to procure signatures thereto.

On motion, the proceedings were to be signed, and the newspapers of the city requested to publish them, and also to publish the memorial to Congress.

Adjourned.

S. MEDARY, *Chairman*.

WALTER THRELL, *Secretary*.

No. 32.

PUBLIC MEETING AT WHEELING, VIRGINIA.

[Resolutions same as at Columbus.]

No. 33.

THE RAILROAD TO THE PACIFIC—TOWN MEETING—PHILADELPHIA, DEC. 24.

A large and highly respectable meeting was held at the Chinese Museum, last evening, for the purpose of adopting measures to aid the great enterprise of the railroad to the Pacific. The meeting was called to order by William Bonsall, Esq., and organized by the appointment of the following officers:—

President, His Honor, John Swift, Mayor; Vice-Presidents, Col James Page, Hon. Richard Vaux, David S. Brown, Frederick Stoever, Dr. G. F. Lehman, Robert Toland, Wm. M. Meredith, Hon. J. F. Belsterling, A. R. Ralston, Peter A. Brown, Thomas D. Grover, Charles B. Trego, and Gen. William Dungan; Secretaries, Hon. W. A. Crabbe, W. D. Kelley.

Whereas, The geographical position of our country, with the Atlantic and Pacific Oceans for its boundaries, indicates it as the natural route for the commerce between Europe and the populous nations of the East, and the creation of a medium of frequent and speedy commercial interchanges with the seven or eight hundred millions of people inhabiting the countries west of the Pacific, with whom we now have but little intercourse, would rapidly and profitably develop our inexhaustible agricultural, mineral, and manufacturing resources, the birthright of our common country; *and whereas*, the completion of a railroad from Lake Michigan to the Pacific would secure the carrying of the greater portion of the commerce of the world to American enterprise, and to open to it the markets of Japan, of the vast empire of China, of all India, and of all the islands of the Pacific and Indian Oceans, together with those of the western coast of Mexico and South America; *and whereas*, we have in our public lands a fund sufficient for, and appropriate to the construction of so great and beneficent a national work, and the proposition of Asa Whitney, Esq., of New York, to construct a railroad from Lake Michigan, through the south pass of the Rocky Mountains to the Pacific, for the grant of a strip of land sixty miles wide, offers a feasible and cheap, if not the only plan, for the early completion of an avenue from ocean to ocean; therefore—

Resolved, That we cordially approve of the project of Asa Whitney, Esq., for the construction of a railroad to the Pacific, and respectfully petition Congress to grant, or set apart before the close of the present session, the lands prayed for by Mr. Whitney for this purpose.

Resolved, That we request the Senators from Pennsylvania, and members of Congress from the city and county of Philadelphia, to give this measure their earnest attention and support.

Resolved, That we respectfully suggest to his Excellency, Francis R. Shunk, Governor of the Commonwealth, the propriety of calling the attention of the Legislature to this great national project.

Resolved, That the officers of this meeting be requested to transmit copies of the proceedings to his Excellency the Governor, and the Senators and members of Congress from this State.

On motion of Dr. John A. Elkinton, duly seconded, the following resolution was unanimously carried:—

Resolved, That the thanks of this meeting be, and they are hereby, tendered to Asa

Whitney, Esq., for his bold and comprehensive conception of this truly great enterprise, and for the energy and perseverance with which he is advocating and urging its adoption.

No. 34.

EXTRACT FROM THE ANNUAL MESSAGE OF THE GOVERNOR OF OHIO, DEC., 1846.

I deem it my duty to call your especial attention to an enterprise which is proposed of a great national character, magnificent in its object, and having a direct bearing upon the future commerce of Ohio, as well as that of the entire Union, and probably of the whole world. Mr. Asa Whitney, a gentleman of intelligence, of practical business capacity, and extraordinary energy of character, has suggested the means and submitted to Congress a proposition for the construction of a National Railroad from Lake Michigan to the Pacific Ocean, near the mouth of the Columbia River. This projected public improvement would complete a chain of communication by means of railroad and navigable waters between the Atlantic cities and the Pacific Ocean, crossing the State of Ohio in its course. It would connect together the vast interests of our extensive country, make the commerce of the Pacific tributary to the United States, and open to us an immediate, easy, and direct communication with China and other countries of Asia, the Eastern Archipelago and other islands in the Pacific, as well as with the countries on the western shores of North America. Such a chain of communication across our continent, being on the nearest and most direct route, and furnishing by far the safest, easiest, and most speedy medium of communication between the commercial nations of Europe and the countries of Asia, would be crowded by the merchant, the traveller, and the curious from all quarters of the world. It would produce results in commercial, moral, and political points of view, vast beyond our limited capacity of conception at this time.

The feasibility of Mr. Whitney's proposition is susceptible of easy and plain demonstration. To pronounce it visionary on account of the magnitude of the project would evince a forgetfulness of the vast achievements of the age, and a prevalence of the benighted prejudice which clouded the prospects of the enterprising benefactors of mankind in ages gone by. The work proposed is one that will cost the United States nothing in case of failure; and it is wholly unobjectionable, even to the most cautious, in relation to the grant of special privileges by the government.

I, therefore, submit to your consideration the expediency of aiding this most magnificent project of the age, directly connected as it is with the future prospects and interests of Ohio, by every legitimate influence and authority.

No. 35.

RESOLUTIONS BY THE ATLANTA CONVENTION OF NOV. 23, 1847.

Resolved, That this convention has listened with delight to the able, eloquent, and highly satisfactory exposition, by Mr. Whitney, of his project for a railroad to the Pacific Ocean.

Resolved, That we highly approve of the plan which he has submitted, are firmly impressed with its great importance and practicability, and bid him God speed in his gigantic and patriotic enterprise.

A true extract from the minutes.

WILLIAM EZZARD, *President*.

JOSEPH S. FAY, }
C. R. HAULEITER, } *Secretaries*.

No. 36.

LETTER FROM GOVERNOR FLOYD.

RICHMOND, January 21, 1849.

DEAR SIR:—Your obliging letter of the 15th instant was received duly, and I take this, the very first leisure moment from my numerous engagements, to drop you a line in reply.

I apprehend that at this day there can be no two opinions amongst well-informed

men about the paramount importance of a practical connection, at a proper place, between the Atlantic and Pacific Oceans.

All do see and know that in such an event the entire commerce of the whole world would undergo an immediate and everlasting revolution. The continent of North America, which lies right in the way of ships plying between Europe and India, as well as between the commercial portions of our own country and that region, would, by this means of connection, not only be removed as an obstacle, but rendered in reality a benefit and an advantage; for the railroad would form a communication so much more rapid and safe, that these considerations alone would effect the change. But the great cause would be found in the immense saving of time. The mercantile world regard a week, and even a single day, as of real importance in the transaction of their great interests. How vast, then, would be the gain by an improvement which would save to them not only weeks, but months. Such would be, and such some day will be, the effect produced by the contemplated railroad. How vast, how incalculable, how almost incomprehensible must be the results produced by this stupendous scheme! It will constitute the United States the great toll-gate through which must pass all the commerce of the earth. The current of commerce which now descends the valley of the Mississippi, worth annually \$200,000,000, would be crossed by another stream setting from the Indies to the Atlantic Ocean, worth a great deal more.

The commerce of India has, from earliest history, enriched beyond calculation every nation on earth into whose bosom her golden streams have poured. Without advert- ing to the effects produced by it upon all the nations of antiquity, it is sufficient to look at England, as she stands in her grandeur, her wisdom, and her strength. She owes more of her strength and power to her commerce with the Indies than to all the bayonets and all the broadsides that ever glittered in the sunshine or thundered across the bosom of the deep. This built up her manufactures, and they in turn upheld the hundred interests of the island. She is now to the commerce of the earth what the principle of gravitation is to the material world, that which regulates and upholds all.

The United States now have it in their power to wrest from England the sceptre of the seas. Let the road be constructed, and at once the India fleets of Europe will be as effectually despatched from the bosom of the sea, as have been the caravans which formerly carried across the deserts the rich silks and spices of the East upon their backs.

This, too, will be such a contest for wealth and commercial ascendancy as Christian people may engage in without scruple, and a philanthropist witness with delight. No groan of the dying, no wail of the widow or the orphan, shall come up disturbing the victor in his hour of triumph.

The manner in which you propose to construct the road, if I understand it properly, is free from the objections urged by the State-rights men against internal improvement by the general government. You propose to build the road by the sale of lands at an enhanced price, which you have previously bought from the United States at a reduced sum, expressly for this specific purpose, and no other. You propose to build the road all of its entire length upon your own land thus acquired.

It is contemplated to build the road, if it starts at one point, entirely through the "territories" of the United States. I see in this no objection to it; and, indeed, I would carry out this great object, although I had to run very near indeed to the cherished doctrines we in Virginia hold so dear.

As to the practicability of the scheme, I do not doubt it, if the means provided by the tract of country set apart for it be sufficient—and I incline strongly to the belief that they are.

A very strong consideration with me in favor of this communication above all others is, that it will be the means of settling all the lands capable of sustaining a population between the banks of the Mississippi and the shores of the Pacific, anywhere near to the line of the road. This is an object of the greatest national importance; for unless there be this certain, safe, and rapid means of intercommunication between the valley of the Mississippi and the country beyond the Rocky Mountains, through our own territory, there will be continued dangers of a dismemberment of our empire, by the secession of that remote and inaccessible region. Its wealth in gold and other commercial advantages will hasten the catastrophe. This will be obviated by the chain of population which will stretch across from Missouri to California, and the frequent and continual intercourse which the railroad will command.

Lying, as it is proposed, from Lake Michigan across through by the South Pass, this railroad will bring the trade from the Pacific to different points on its line more accessible to all the Atlantic cities of the United States than any other route whatever, and

crossing the valley of the Mississippi towards the sources of its waters, the entire West would, along down each successive stream, necessarily crossed by this commercial tide sailing towards the Atlantic, receive its share, to be deposited like their rich alluvions throughout their entire length. New Orleans, Charleston, Norfolk, Baltimore, Philadelphia, New York, and Boston, would each have its railroad connection with the great common trunk, and what fancy can even approximate the startling results to be produced by this communication?

In a political point of view, too, it would be of incalculable value. I have shown how it would secure to us our Pacific possessions. The continual intercourse which the net-work of railroads produced thereby would create among the entire population of the Atlantic States, the juxtaposition thus given to the North and South, would strengthen their attachment for each other, and give, consequently, additional guarantee for the perpetuity of our blessed Union. That Union could not be dissolved which was cemented by the affections of the people, and bound together in every direction by these arteries of iron.

Elaborate these together: these very busy, and I fear intolérant views, having time only to glance at some of the points most obvious and striking in the contemplation of this great scheme.

Hope, sir, you may live to see the consummation of your plan, and to reap the honors and rewards which in that event you will so richly deserve.

With the highest sentiments of respect, I am, sir, your most obedient servant,

JOHN B. FLOYD.

Wm. A. Whittier.

No. 27.

PROCEEDINGS OF A PUBLIC MEETING IN PHILADELPHIA, MARCH 31, 1840.

FRANCIS SARGENT MERRICK.—There was quite a large meeting of the friends of Mr. Whitney's plan for a railroad from the Mississippi to the Pacific, held last evening at the County Court-House, which was organized by calling Mayor Swift to the chair, and appointing Frederick Schover, A. G. Babson, and John F. Scherwing, Vice-Presidents, and Col. James Fane, Secretary. Mayor Swift, on taking the chair, stated the object of the meeting in very clear and explicit terms, dwelling at some length upon its importance, and Mr. Whitney's insatiable exertions in the matter. In concluding, he introduced Mr. Whitney to the meeting, who proceeded to detail his plans and projects, combating at the same time, the numerous objections which had been raised to the measure, and showing its entire practicality and the immense advantages which would result to the country from its completion. He was listened to with much interest, and when he had concluded, a preamble and series of resolutions were offered by Wm. C. Kelley, Esq., recognizing the importance of the work, approving Mr. Whitney's plan, and urging upon Congress the adoption of measures to carry it as speedily as possible into execution. The resolutions elicited an animated discussion, Joseph Kelley and Solomon W. Roberts, Esq., advocating, and George Liggett, Esq. and others opposing them, when finally they were postponed for the present. The Court-House was crowded, and much interest manifested in the object of the meeting.

An informal meeting was called at the saloon of the Chinese Museum for Tuesday, 2d April, when the bill was read and the whole subject discussed. Several who had opposed at the first meeting, who styled themselves land reformers, changed their views and supported the resolutions, which passed by a large vote.

No. 28.

VENUEMAN'S VIEW, MARCH 2d, 1840.

A. W. WHITTIER, Esq.—DEAR SIR: We have heretofore with some regret that it is your intention not to pursue further your great views for the construction of a railroad to connect with the Atlantic and Pacific oceans on account of the vast outlay of money, and thereby the loss of available means as well as material timber, and other necessary facilities not only for the construction the road but also for the establishment of a permanent channel of country.

We are aware of the many difficulties you have already encountered in bringing this great subject before the people and Congress, and are anxious to know that you

lic demonstrations from all sections of the country, as well as the decided action of two-thirds of all the State Legislatures, have conclusively shown the popularity of this measure; and we regret most sincerely that the short session, with a press of other business, has prevented action, by Congress, on this subject, so fraught with interest to the whole United States.

We find, whenever examined, it is at once admitted that yours is the only plan by which we can hope to see this great work accomplished, perhaps for ages to come, if ever, and without which it appears certain that our possessions on the Pacific must form a separate nation.

Your plan, if carried out, (and the risk of success you take upon yourself,) would give to the nation a great highway for all the world, we may say without cost, because the sum which you propose to pay for the lands is beyond their present value, and beyond what the government can expect to receive for them in any other manner; and would give to the nation the almost free use of the road forever after.

The low tolls proposed, would enable the produce of the great valleys of the Mississippi to find its way to all the markets of Asia, which in a very few years would more than compensate for all the lands.

We cannot imagine what better or more could be desired, or how any one could object to it; but should any evils, which we cannot now see, appear hereafter, Congress would hold the power, at all times, to check and remedy them.

We are aware of the great difficulties and toils which you must expect to encounter, if you persevere and accomplish this greatest of works; and we are also aware that you have already done all that the nation has any right to expect; still we hope you will review the subject, and if you find it possible to carry out the work, provided the bill can be passed, early, at the next session of Congress, that you will not abandon it until after that time. Most respectfully, your obedient servants,

J. O. WRIGHT, *Ohio.*

JAMES TAYLOR, *Newport, Kentucky.*

E. S. HAINES, *Cincinnati, Ohio.*

LEWIS S. COREY, *New Hope, Pennsylvania.*

JAMES DUNCAN, *Massillon, Ohio.*

WM. PETERSON, *Wheeling, Virginia.*

J. S. SHRIVES, " "

J. E. WHARTON, " "

J. W. GILL, " "

JOSEPH L. WILLIAMS, *Knoxville, Tennessee.*

JACOB P. CHASE, *Charleston, South Carolina.*

Z. PRATT, *Prattville, New York.*

No. 39.

EXTRACTS FROM CAPT. WILKES' WESTERN AMERICA ON ROUTES OF COMMUNICATION.

AFTER the view thus taken of California and Oregon, we are prepared to speak advisedly of the routes which are to connect and bind these two portions with the eastern part of the United States, and with each other. Were this the only object in constructing a communication across the continent, it would even then claim the respect as well as consideration of the statesman; but, linked as it is with the project of revolutionizing the commerce of the world, it demands the attention of every one; many may regard this, at first, as somewhat chimerical; but as the mind becomes familiar with this vast undertaking, it readily leaps over all impedimenta, and, by a careful examination, concludes that it is possible; and what is possible, we believe can be accomplished by Americans.

All and every communication that can be opened for commercial intercourse should be advocated; and no act of Congress could promote the welfare and prosperity of our country so much as encouraging intercommunications between the shores of the two great oceans which now wash our territories. The benefits which arise in a moral, political, and commercial point of view are immense; it is an undertaking well worthy of our country; and one the more it is reflected upon the more we become satisfied of its practicability and results.

Many routes have been proposed; some in view of sectional, others to subserve private interests; and others, again, have been spoken of in connection with political views; but the magnitude and results of such works are beyond all these; sectional influences change annually, nay monthly; private interests fade away; and the expenditure is too vast, and the profits too far deferred, to suit politicians. The work is of such magnitude, that it requires the voice of the nation to impel it onwards, and determine that it must be done; what greater work could or can be undertaken by a nation than "bridging the continent?" When all the results to which it must lead are considered, it far exceeds any enterprise, either ancient or modern. * * * * *

The discovery of gold in California has turned the public attention, as well as that of Congress, more particularly to the routes over the Isthmus of Panama and Tehuantepec.

As I said before, I am in favor of all routes; but my examinations of the country have satisfied me that some of these are impracticable, obstacles being interposed by nature which even the energies of a great nation cannot overcome. It will now be my object to show which of the following are practicable and which are not.

1st. The northern route, with a terminus at Lake Michigan, or some point on the Mississippi.

2d. From some point on the Missouri.

3d. From St. Louis, by way of the Gila.

4th. From New Orleans, across Texas.

5th. By Tehuantepec, through a ship canal, or railroad.

6th. Over the Isthmus of Panama.

We shall speak of these in the reverse order.

Steam can be used only for the transportation of passengers to China by the way of Panama; the rates for freight would preclude the transmission of merchandise. The distances on the Atlantic side are not beyond those wherein steam can be used, but on the Pacific, depots for coal would become necessary at either the Sandwich or Bonin Islands, the distance being over 9,000 miles, which would require, including stopping places, some forty days as the shortest time; the quantity of fuel to be used, the costs at the depots, &c., would probably increase the expenses so much as to render the undertaking unprofitable. The route across the Pacific from Panama offers many difficulties to sailing vessels, in the prevailing winds, calms, &c.; Panama is, indeed, one of the worst ports on the western coast to arrive at or depart from; the seasons there are divided into the fine and the rainy; the former, or what is called summer, though in north latitude, is from December to May, and only during this period is it advisable to approach this coast. In the rainy or winter season, from June to November, every part of it is liable to hard gales, tornadoes, or heavy squalls, succeeded by calms and deluges of rain, and the most dangerous lightning. Sickness begins at Panama as early as March, and continues until December; and with the exception of the fine season, the whole coast in its vicinity may be described as dangerous, and on every account to be avoided. From December to May, the prevailing winds are from the north and north-west, the remainder of the year they blow from the north-east, south-east, and the west; but are at all times uncertain, and calms frequently prevail; vessels may be detained on their passage, from these causes, so long as to make this route of greater length than that now followed by the China trade.

As a means of communicating with the western coast of South America by the agency of steam, too much value cannot be laid upon the proposed railroad across the Isthmus. The obstacles and difficulties presented by the harbors and rivers on both the Atlantic and Pacific sides have long been known both to the English and French admiralities, and equally applies to both of these routes. There is another view of great force in a political light. The whole of the capital for construction will be drawn out of our own country, and we will be building up, by making these expenditures, commercial depots to rival our own cities, and remove the channels of trade from us altogether, to the prejudice of our own country and its citizens. For ten years it may be advisable to use one of these routes, or un-

til such time as the routes through our own territory can be completed and in operation; but it can never satisfy the wants of the nations, or preserve those advantages we should look forward to obtain.

Next in order is the southern route by railway across the country, by way of the Gila. The reconnaissance of the country through which this would pass has been fully made known to us by Colonel Emory, and his report shows that it would be nearly impossible for this purpose. The altitude of the mountains is in itself sufficient to decide the question; but if we grant that this can be overcome, the sterile country through which it would run brings conviction to the mind, that if it is not impossible it is certainly unadvisable. It can never become an inhabited country, therefore one great object in the construction of a railroad would be lost. Again, if this last fact were not the case, the proposed terminus on the Pacific at the port of San Diego would never accommodate the trade, and half or two-thirds of the ships would not be able to enter. The port is inadequate for the commerce that such an intercourse would bring about; and the country around can never furnish the necessary supplies. The proposition for terminating it at San Francisco is equally objectionable, and amounts to an impossibility on account of the high mountain ranges which surround it.

Whether this road is to start from St. Louis or Texas is immaterial. The same route by the Gila is to be followed; and of course the same objections exist to both.

From the thirty-third to the forty-second parallel, there is no route by which the mountains can be avoided, and the great arid plains would also present insuperable obstacles. There are three ranges of high mountains traversing from north to south three parallels; the Anahuac, Wahsatch, and Californian, all equally impassible; and the last, in particular, shuts out all communication with the "El Dorado" and its port.

We now come to the last or most northern route. Nature here invites the enterprise. The distance is the shortest; it has few if any difficulties to overcome; the lands it would pass through are some of the best in the western country; and the greater part of the whole distance can become densely populated, and opens out an entirely new country, towards which our own population and the emigrants are even now wending their way in tens of thousands, seeking a quiet home from the troubles of the old world.

The northern route contemplated has a delightful climate, suitable for the full development of the human frame, and all the accompaniments of civilization. It has been found by examination to be practicable throughout the whole distance, and at its western terminus there are excellent ports. All the great barriers on other routes are on this line either modified into gentle hills or rent asunder, and the way is thus made clear for the undertaking. The construction of this road across the head waters of all the great rivers, touching the limits of their navigation, will at once satisfy any one of the advantages to be derived from it, adding to the inland commerce by transporting the products brought on this "iron river" from the remotest ports of the globe to all the cities, towns, and landings on the vast waters of the Mississippi and its tributaries. At the same time it would connect with all our seaports by the railroads that are now constructing towards its northern and eastern terminus, while it would also be the means of furnishing the whole extent of our Atlantic coast, including even Canada, with all they desired of the productions of the east, and carrying back in return their merchandises in exchange. It must be readily seen that all parts of our extended country would equally participate in its advantages, and none more so than the Southern and Western States, whose railroads and navigable waters would all be so many paths by which the trade that must flow through such a channel would circulate. The general government would be equally benefitted, by the increased value it would give to all the public lands on either side of it.

The terminus on Lake Michigan would enable the large supplies required for the persons employed, as well as the material, to be forwarded with great economy as well as facility of transportation, and secure the necessary timber for the construction of the road. The country for the first 800 miles is admirably adapt-

ed for the purpose, offering no impediments whatever; and after this distance such a route will offer as to place the whole country on the eastern slope of the Rocky Mountains subservient to its use and support,—a portion of the country, from the accounts of those who have visited it, surpassed by none in fruitfulness or climate. The passage through the mountains is known to be without difficulty, and the course to the point of its destination almost a direct line until the lower waters of the Columbia are reached, when a short divergence brings it to a terminus on the waters of Puget's Sound,—as I before remarked, one of the most noble estuaries in the world; without a danger of any kind to impede navigation, with a surrounding country capable of affording all kinds of supplies, harbors without obstructions at any season of the year, and a climate unsurpassed in salubrity.

In looking beyond this continent, we find equal advantages existing in the communication with China and the eastern islands, not only by steam but by sailing vessels, the winds being favorable both ways. The passage to China would be made with the assistance of the *trades*, and the return voyage by the aid of the *variables* in higher latitudes. No country is so well situated to communicate with all parts of the Pacific Ocean as Oregon, and for advantages it is equal to any, whether considered under the head of agriculture, commerce, or manufactures. Oregon holds that position with regard to the Pacific and its islands which must ever make it a ruler of its commerce; and when once a direct communication with it has been opened from the eastern side of the continent, it must receive the aid, both in capital and emigration, to rise quickly into importance, and its weight to be felt throughout that ocean.

No one can entertain any doubt but that the road can be built. The number of miles of railroad that have been constructed within the United States in the last fifteen years is nearly 6,000, on which have been expended upwards of \$70,000,000. This alone would satisfy any one, and shows conclusively that the task is by no means difficult, and, with the experience we now have in their construction, one of easy accomplishment. The lands to be granted furnish the capital, and therefore there need be no delay or unnecessary expenditure of time to secure a direct intercourse with the extreme western portion of the United States.

Look but at the advantages to our country. The benefits to be derived from it would be equally shared by all parts of it. The commercial community would be benefitted, by changing the current of the trade from the East Indies through our territory; our manufacturers, by having a speedy and safe transit for their wares; our agriculturists, by the interchange of their products, and receiving their supplies unincumbered with the amount of high freights they now pay; and from the facility and celerity of the intercourse, they would obtain articles of which they are now deprived by their distance from any seaboard. This alone would create an internal commerce that would be of great advantage to all parts of our extended country, and cause an interchange of feelings and associations that would be highly beneficial in promoting intercourse and good will. The expense attending the lengthened cruises of our whalers would be materially lessened, and our supplies in the articles furnished by them would be drawn from the western coast; as this must become the point from which the fishery will be carried on, and where it can be done so much more effectually and economically.

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The route from the Missouri by the Platte or Kansas through the South Pass is too sectional, and would pass through a country throughout nearly its whole extent uninhabitable. It would be below the head waters of all the rivers, where there could be no bridging of the rivers, and the public lands could not suffice to build the road, neither would any portion of them be at all benefitted by it; and the whole northern section of our country be deprived of any advantages to result from its construction, which would be almost equally the case with our South Atlantic States.

The northern route pointed out by Mr. Whitney, by whose energy and perseverance this great scheme has been brought before the country, has been well selected, and every consideration duly weighed relative to its practicability. The plan he proposes, and which by untiring assiduity he has presented to various Le-

gislatures of the States, has received the approbation of two-thirds of them, who have requested their delegations to vote for it. Various objections have been raised to his proposition, but most of them are of little or no force. In a novel undertaking of the magnitude of this, it is to be expected that opposition will be met with.

The question seems simply to be, Can the cost of the work be defrayed by the sale of the lands? Many well-informed and prudent persons believe that it can, and numerous men of capital and enterprise are willing to embark in the undertaking.

The government, by the bill reported in Congress, is fully protected in every way against loss or damage; so much so, that if Mr. Whitney or his co-partners should fail to carry on the work, or not comply with the terms of the grant, (if grant it can be called, where valuable consideration is given in return,) that portion which has been completed would be forfeited to the government.

The Committee, in their bill, provide that the government shall receive ten cents an acre for the land, much beyond what it has cost the country, in the extinguishment of the Indian titles. The benefits to accrue to the public from the labors of the enterprising gentlemen who will embark in this work would, it appears to me, be ample remuneration for the lands, and entitle them to all they can earn, if the road is completed: the advantage to the government in the increased value of the lands that would be brought under sale, will be more than an equivalent for those that are to be devoted to the construction of the road.

The route to be passed over is peculiarly well adapted for the construction of a railroad; there are but few rivers to bridge, and those that will require it, offer all the facilities needed. The distances and arguments in favor of this route have been so fully stated in Mr. Whitney's memorial to Congress, and in the several reports of the committees of that body, that it is needless to repeat them.

It has been suggested that this work ought to be undertaken by the government itself. Private enterprise, in celerity, far exceeds any operations of the government, and is much more economical and effective: if the government undertook it, the sale of the lands would never meet the disbursements, and the work would linger on for years; the difficulties to be encountered by delays in appropriations, the transaction of the business at the seat of government, and the precautions necessary in the construction of works by government contracts, would alone retard its completion much beyond the period in which it ought to be finished. From the above remarks, I hope it will not be supposed for a moment that the talent and energy of the distinguished corps of the army, to which such duties appertain, is called in question; it is the system alone under which they are obliged to construct the public works that causes such delays. The only true way for carrying out this work is by private enterprise, under the protection of government.

Some may doubt the practicability of transporting merchandise across a railroad at sufficiently low rates to make them cheap to the consumer; but that this can be done at the present rate of toll is, I think, entirely settled by the experience we have had in this country on many of our roads; and it is admitted that the minimum cost of transportation is not yet reached: there, therefore, can be little doubt that a road which seeks alone to be reimbursed for management and repairs, and whose tolls will be under the control of the nation, will be able to transport as cheap, if not cheaper, than any which is expected to pay a dividend. The speed of transportation of passengers and freight is now well ascertained; the transit of both can no longer be considered doubtful; it must result in economy and ease; so much so that the journey to the shores of the Pacific will be made both for business and pleasure; and they may be reached in as short a time as those of the Gulf of Mexico from our northern cities.

